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for The South China Morning Post, Ltd.,
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The Hongkong Telegraph

FOUNDED 1861 六拜禮 號四十月一十英港香 SATURDAY, NOVEMBER 14, 1931. 日五初月十

Dollar on Demand 5.5/16
T.T. on New York 2 1/2%
Lighting up the City
High Water 23.40
Low Water 19.20

DUNLOP
Supreme Court
LOCAL BRANCH. Padder Bldg.

WORLD CRISIS.

Worse Instead of Better.

Mr. Baldwin Points the Reason.

BRITAIN'S AIMS.

London, Nov. 13.
The Cabinet has finally agreed upon an anti-dumping policy which will be speedily enforced by a Bill which will be introduced at the beginning of next week.

The debate on the Address in the Commons was continued to-day when, after the reply for the Government by the Lord President of Council, Mr. Stanley Baldwin, a Labour amendment was defeated.

Mr. Baldwin accused the Opposition of disregarding the national crisis which the National Government had been formed to meet and said the immediate task was to safeguard the balanced budget and to confirm the faith of world that they would not rest until they had restored the balance of trade and established the currency in safety and security.

International Co-Operation.
There was, undoubtedly great scope for international co-operation on the currency question and the Government would willingly lend its aid.

As regards the pound, the Government's intention was to stabilise it on a definite basis when the necessary conditions were fulfilled, but those conditions must first be attained so that it was sure that the pound could maintain the position at which it was stabilised.

War debts and reparations were the most difficult problem. It was obvious to the whole world that existing arrangements had broken down. Thanks to President Hoover the world had had a breathing space, but he doubted if it was sufficient.

From Bad to Worse.

The Governments represented at the London Conference last July resolved, in order to assure the financial stability of Germany, which was essential in the interests of the whole world, to co-operate as far as possible to restore confidence.

Since then the situation had gone from bad to worse, largely because no action had followed on that recommendation.

The only action that could be (Continued on Page 14.)

THE INTERPORT.

HONGKONG BATTING FIRST.

A FAST WICKET.

The Interport cricket match between Hongkong and Shanghai opened this morning in sunny weather and with prospects of a good fast wicket.

T.E. Pearce, the local captain won the toss, and naturally decided to bat.

The teams finally selected are: Hongkong—T.E. Pearce, A.C.I. Bowker, E.C. Fincher, A.C. Hamilton, H. Owen Hughes, F.D. Perelra, A. Reid, J.E. Richardson, O.G. Simpson, A.H. Mussen, and J.K. MacFarlan. S.V. Gittens is twelfth man.

Shanghai.—D.W. Leach (Captain), A.J. Barson, R. Booth, H.A. Voward, J.A. Innes, S.R. Korman, P. Madar, B.V.W. Murray, C.J. Merritt, P.V. Simpson and T.W.R. Wilson.

Pearce decided on the following order of batting:—E.C. Fincher and O.G. Simpson as the opening pair, followed by A.H. Mussen 8; A.C. Hamilton 4; H. Owen Hughes 5; T.E. Pearce 6; J.K. MacFarlan 7; J.E. Richardson 8; F.D. Perelra 9; A. Reid 10; A.C.I. Bowker 11.

The umpires are E.J.R. Mitchell and H.B. Sears (R.N.).

11.40 a.m. Score:—38 for 1 wicket.

GEN. HONJO REQUESTS A FREE HAND.

TO FORESTALL WAR MOVE BY MA CHAN-SHAN.

LEAGUE MEANWHILE IS OPTIMISTIC.

Tokyo, Nov. 14.
IT IS REPORTED that General Honjo has requested the Chief of the General Staff permission to act upon his own initiative if the circumstances necessitate.

IT IS BELIEVED THAT THE JAPANESE MAY CONSIDER IT NECESSARY TO TAKE ACTION IN REGIONS TO THE NORTH OF MONNI RIVER FOR THE PURPOSE OF TAKING UP GENERAL MA CHAN-SHAN'S THREATENED ATTACK.

ADVANCE REPORTED.

The Central Daily News, Nanking, this morning states, according to Reuter, that Japanese troops have captured Anganchi and are advancing towards Tsitsihar, which General Ma Chan-shan announces he will defend at all costs to the death.

TWO FOREIGNERS REPORTED KILLED.

The same newspaper further states that an Englishman and a Frenchman were killed in the French Concession at Tientsin by stray bullets during a Sino-Japanese clash on the borders of the Chinese city and the Japanese Concession early yesterday morning.

In Paris, there is an air of optimism regarding the probable outcome of Monday's meeting of the Council of the League.

OBSERVERS FOR NONNI RIVER.

Geneva, Nov. 13.
That an agreement is coming is the feeling which has taken hold following an analysis of the latest developments in the Manchurian issue, though it is felt that the agreement is likely to be of smaller scope than is hoped for by China.

Further daylight, however, is expected to come as a result of to-morrow's meeting between General Dawes and M. Briand.

In view of the hints made by Mr. Stimson about a conciliatory Japanese attitude, and Mr. Castle's references to an "acceptable compromise", it is felt that the American Government has something more satisfying than a rabbit up its sleeve.

Students of the situation will be surprised if further fruitful progress is not made with M. Briand's idea of neutral observers.

Japan Relents.

The force of Japan's original reluctance to admit of a formal commission for enquiry has diminished by her latest offer to grant the widest facilities to officials of the various governments.

Such a narrow gulf should easily be bridged, and one of the officials are on the spot, the menace of extending hostilities will be removed; hence the brightening outlook.

Japanese "Art of War."

Dr. Alfred Sze, in a Note to-night, speaks for the first time of "Japanese acts of war", alluding to the operations at Tsitsihar as "flagrant and barefaced violations of solemn undertakings."

Geneva, later.

The Japanese reply to M. Briand's request to abstain from all aggression show little of the spirit of compromise which is reported to be brooding in Paris.—Reuter.

Danger of Boycott.

London, Nov. 13.
"This is going to be the real test of the League of Nations" said Mr. Malcolm MacDonald, son of the Premier, and Under-secretary for the Dominions, when addressing the Oxford University Labour Club to-night.

"If Japan leaves the League, the latter's prestige will suffer and if the machinery of peaceful settlement breaks down, there is going to be a very big war which will not just stop in Manchuria."



Our photos show Lady Howard Kelly and her daughter, Miss Kelly, snapped when leaving the Empress of Asia to which they were transferred from the wreck of H.M.S. Petersfield.

SOUTH AFRICA IN QUANDARY.

FAIL TO SECURE A LOAN.

MAY BE FORCED OFF GOLD.

Paris, Nov. 13.
The South African Government's efforts to secure a gold standard have received a setback. It is announced that the South African negotiations to secure a ten million sterling loan from both France and Holland have broken down.

Previously negotiations to place a loan from New York failed owing to the demand of the New York bankers for three per cent. commission and six per cent. interest, together with a guarantee from the British Government.—Reuter.

EUROPEAN DISAPPEARS.

HOTEL'S REPORT TO POLICE.

The management of the Peninsula Hotel have reported to the Police the disappearance of Mr. C. P. Taylor, who had engaged a room there from October 10 to November 11, since when he has been missing. Described as a native of Queensland, Mr. Taylor was stated to be about 30 years of age. When he disappeared from the Hotel he left his property behind.

THE WEATHER.

The Royal Observatory reports at 10.22 this morning that the anti-cyclone has passed into the Pacific. Another has formed over north China and a depression has formed between Shanghai and Japan. There are indications that a typhoon is about 500 miles east of Manila, moving W. or N.W.V.

PREMIER'S PLAIN SPEAKING.

COMMUNAL ISSUE FAILURE.

ASKS FOR INDIA 'MANDATE'

London, Nov. 13.
The end of the present phase of the Indian Round Table Conference is in sight, and the final plenary session will probably be held next week. It will be brought to a close by an important statement authorised by the Government and made by the Prime Minister.

Presiding at the meeting of the Minorities Committee to-day, he expressed himself profoundly sorry the delegates had been unable to settle the communal problems which lay at the foundation of any process towards the setting up of an Indian constitution.

Last night, he received an agreement reached between the Moslems the depressed classes, section of Indians, Christian, Anglo-Indians, and the British community, covering, it was stated, about forty six per cent. of the population of British India. This document was formally put in by the Aga Khan and other members, including those stating sectional viewpoints as represented by delegates were also on the subcommittee. These were supported by speeches.

Minorities Agreement.

Sir Herbert Carr said the document accepted differences temporarily, and put forward a scheme whereby for ten years the communities would have the chance of sending their chosen representatives. It made a definite constructive suggestion for getting away from the present difficulties and moving towards the unity of Indian fellowship.

Doctor Moonje said the Hindu Mahasabha would never agree to separate electorates or to any "weightage."

Sir Chinai Lal Setaibad said the differences had been narrowed down to difficulty regarding Punjab and Bengal, and it should not be impossible for the Prime Minister to give an impartial decision.

Mahatma Gandhi dissented from the view that the solution of the communal question was an essential condition prior to the constitution building.

A Sorry Ending.

He could not help feeling that it would be a sorry ending to the Conference that, because there was no agreed communal settlement the policy of the British Government should not be announced.

He disputed the statement that the proposals might be taken and found acceptable to forty six per cent. of the population, and claimed the congress represented (Continued on Page 14.)

Bulls and Innors

From the Office Butts.

Now that the lamps on the Peak roads are extinguished at mid-night, we suppose that many of our young things will not be so anxious to leave parties before that hour.

We notice that the wooden police sentry boxes are receiving their bi-monthly anti-white ant treatment. One day some bright spark will suggest building them out of concrete, thereby knocking the "P" out of utility.

Some people are never satisfied. What would you do if when you had ordered food tea you were served with beer? Run for the Police? Just try us.

Japan pleads that she may have to strike the first blow. If the League doesn't hurry it may be in time for the first count.

How is it that whenever a shortage of caddies is announced, being produced, no wonder there people send us jokes about the tee? With so many different Notes is discord over Manchuria.

Some people think the dollar will reach 1/6 by Christmas, but if it does it won't reach far enough for most of us.

It's dreadful to think that Sir Hubert Wilkins may now be buying his own ice.

The typhoon filled up on Wednesday evening. So did lots of others.

(The Report of the Census of the Colony of Hongkong for the year 1931 contains a wealth of strange information.)

"Hongkong is hilly, Kowloon is flat." The Census declares it—So leave it at that. The details you find in this Record unique. Are indeed passing strange. Whether harbour or Peak. To live in Kowloon means Less Water you use. Though they must use a lot in the boarding-house stew. Then there's data about Professors' or jobs. Which is not a distinction 'Tween workers and snobs. The devious ways To check compilation. If mentioned in toto Would cause consternation. It deals with all races and Colours from white. Of workers by day. And pilgrims by night. Married or Single Or able to read. Some questions are really The limit indeed! Sex was determined—It must have caused walls, "Corner cut off—In the case of females!"—CYN.

Even Admirals are on the rocks these days.

Two very belated typhoons passed close to the Colony, thus causing a lot of unnecessary apprehension.

Next week's market note:—There was not much business done. Offices being neglected. There was a noticeable movement towards Pavilions, and a great demand for Scorecards. Pencils were at a premium. Telephones were again continuously in demand.

A prosecution was brought this week against an establishment which served alcohol instead of tea. And to think of those places where they serve tea instead of alcohol!

It was stated in court this week that the Aberdeen villagers take their time by the police station clock. This is what one might term living up to the name.

It is not true, of course, that "Dear Brutus" is a mystery play, to pay for his publicity.

A fortune awaits the inventor of an indicator of wife's frame of mind on returning "Late From the Office!"

The dollar is sure to come down. Providing it does not go higher. That's the view of the experts in town.

But many a prophet's a—prevaricator. Some urge you your sterling to sell. For the reason that silver is stronger. While others say buy it—Oh... Will this puzzle continue much longer?—CYN.

A grocer at Aberdeen has been fined for being in possession of dried tea-leaves. What happens to the landlady who re-boils the old wet ones for our breakfast cup of tea?

Reuter telegraphs that Frederick Landseer Maur Griggs A.R.A. and Leonard Campbell Taylor, A.R.A. have been elected members of the Royal Academy. Max Factor has "Dear Brutus" is a mystery play, to pay for his publicity.

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Saturdays—12.30 p.m. to 1.30 p.m.
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LADY PEEL MAKES PRESENTATION.



Lady Peel being greeted on arrival at King's College on Friday last week when Long Service Medals and other awards were presented to members of the St. John Ambulance Brigade. (Photo: Mee Cheung).

THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

No. 47/81.—Hongkong Volunteer Defence Corps orders by Lieut. Colonel L. G. Bird, commanding:
Friday, Nov. 13.

Parades.

(a) Corps Band.—1. The Band will attend at Headquarters for Band Practice on Monday, November 16th.

2. The Band will proceed to Camp for week-end November 20th-22nd.

Attention is called to Camp Orders already issued by Headquarters.

(b) Battery.—1. The Battery will parade at Corps Headquarters on Thursday, 19th. Instant at 5.30 p.m.

2. Until further notice Gun Drill will be carried out at Headquarters and not at Gun Club Hill as heretofore.

(c) Engineer Company.—1. Monday, November 16th. Miniature Range. There will be no D. L. instruction at Wellington Barracks on Thursday, November 26th.

2. The following will parade at Headquarters on Monday nights at 5.30 p.m. for squad and annex drill, until further notice:
Spr. T. E. Beale
" H. W. Brown
" W. J. Brown
" C. G. F. Crofton

Dress:—Muff, belt, sidearms and rifle.

3. Camp.—November 27th.

4. Classification.—Stonecutters, December 20th.

(d) Corps Signals.—1. Musketry Practices will be fired at the Peak Range on Sunday, 15th. November. Firing will commence at 9.30 a.m. Uniform is optional but equipment must be worn.

2. Parade at Corps Headquarters at 5.30 p.m. on Tuesday, 17th. November.

3. The Company will proceed to Camp at Fanning on the evening of Friday, 20th. November. Details of trains etc. have been forwarded to all concerned.

(e) Armoured Car Company, Car Section.—There will be no parades until after Camp.

(f) Scottish Company.—1. Reminder. Machine Gun Part II will be fired at Stonecutters on Sunday, 15th. Lunch will leave Queen's Pier at 8.30 a.m. and Kowloon Police Pier at 8.40 a.m.

Range Officer.—2nd. Lieut. T. P. Sanderson.

2. The Company will proceed to Camp on Friday, 20th instant. All Members to be complete with clothing and equipment.

(g) Portuguese Company.—The Company will proceed to Camp for week-end 20th-22th. November. Attention is called to Camp Orders already issued by Headquarters.

(h) The Officers Commanding the undermentioned Units will issue their Orders separately to their commands:
I. Machine Gun Troop.
II. Armoured Car Company, Motor Cycle Section.
III. Machine Gun Company.

Camp. Notification Of.

Should any Member of the Corps not have received a notification with regard to dates of the Annual Camp

ALLEGED THEFT OF A DIAMOND RING.

CHARGE AGAINST POLE AND PERSIAN.

Further evidence was given before Mr. Williams at the Central Police Court yesterday afternoon in the case in which a Pole and a Persian are charged with the larceny of a diamond ring from the Tung Ying Pawnshop and conspiracy to steal the ring which had been pawned.

Mr. M. K. Lo is appearing for the prosecution and Mr. F. X. d'Almada, Snr. for the defence.

Lee Lin, an accountant of the pawnshop, cross examined by Mr. d'Almada, denied that the defendant had consulted another man in respect of the various transactions. He also denied that it was the second and cheaper ring that was originally produced by the Pole.

When challenged as to his qualifications as an appraiser of jewellery, the witness said that what he had learned of jewellery was from experience, and when given a ring to examine, said that it was worth about \$300, the diamond being of an inferior quality.

Mr. d'Almada intimated that he would call evidence to prove otherwise.

Shown what is alleged to have been the original diamond ring left on pawn and the other ring said to have been used as a substitute, witness pointed out where he considered they differed, adding that the difference was so apparent as to be very obvious at first sight.

Lau Lam, the other accountant concerned, gave evidence corroborating Lee Lin's statements. The case was adjourned until Wednesday.

he will please apply to The Adjutant at once for same, so that administrative arrangements may be completed.

Rifles and Bayonets. Drawing Of.

N.C.O.'s and men proceeding to Camp must draw their rifles and bayonets from Corps Stores before 6 p.m. on Thursday, 19th. November.

Transfer.

No. 1472 Bdr. D. Black, Battery, is transferred to No. 7 Platoon, and reverts to rank as from 13.11.31.

No. 817 Gar. H. A. Angers, Battery, is transferred to No. 7 Platoon, as from 13.11.31.

Struck Off the Strength.

Not likely to become an efficient Volunteer.

No. 1578 Pte. H. S. Clippindale, No. 1 Platoon, as from 13.11.31.

Having completed 3 years' service No. 796 Pte. H. Marriot, Reservist Company, as from 27.10.31.

No. 1122 C. G. M. Sgt. C. F. V. Ribeiro, Port. Coy. H.Q. as from 30.10.31.

No. 1366 Pte. G. A. L. Plummer, No. 1 Platoon as from 13.11.31.

No. 1382 Sign. J. A. H. Plummer, Corps Signals, as from 4.11.31.

Permitted to resign.

No. 1701 Pte. A. J. Burgess, No. 1

STOCK MARKETS.

GLASGOW PROVIDES A SECOND SURPRISE.

London, Nov. 12.

Another surprise has been provided by the Glasgow Stock Exchange which has revoked the decision to permit option and continuation business from November 16, a step further than that taken by the London Stock Exchange which has decided to repeal, as from Monday next, the regulation imposed on September 26, following Great Britain's departure from the gold standard, that all bargains must be for cash.

The announcement was regarded at the time as being the first move towards the restoration of normal dealings.

Glasgow's latest decision has been taken "at the special request of the Treasury." This indication of Treasury influence, which has caused much comment in City circles, is taken to prove that the decision of the London Stock Exchange had treasury backing.—Reuter.

The Peak Church was the scene on Thursday afternoon of a quiet wedding when Major John Wright Malcolm, R.A.M.C., led to the altar Miss Alice Cecilia Peyton. The ceremony took place in the presence of only a few of the intimate friends of the couple. Major and Mrs. Malcolm are leaving shortly for Tientsin where the Major has been assigned to duty.

Platoon, as from 5.11.31.

Transferred to Other Port. No. 1892 Pte. O. L. Fidler, Armoured Car Company, Car Section, as from 1.11.31.

No. 1107 L/Cpl. S. A. Gregory, No. 2 Platoon, as from 10.11.31.

Having left the Colony.

No. 1388 Pte. J. D. K. Murphy, No. 2 Platoon, as from 13.11.31.

Having been dismissed.

No. 643 Pte. A. W. Summers, Armoured Car Company, Motor Cycle Section, as from 13.11.31.

(Sgd.) W. H. G. Goater, Captain, Adjutant, H.K.V.D. Corps.



"STRANGERS
MAY
KISS"

(BUT
THEY
MUSTN'T
TALK)



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ILLUSION

SILK UNDERWEAR

IS

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GUILTY LIPS

LAURA LOU BROOKMAN Author of "MAD MARRIAGE"

BEGIN HERE TODAY.

Pretty Norma Kent, 20-year-old secretary, married Mark Travers, son of F. M. Travers, millionaire real estate dealer, in spite of the father's opposition and threat to disinherit Mark.

The story opens in Marlboro, middle western metropolis. Mark sells his expensive motor to get money for the honeymoon and he and Norma go to fashionable Blue Springs. There Norma meets Hollis Stone, and it is evident from the girl's manner that she has known Stone before and for some reason seems to fear him.

Their money is soon gone, partly due to Mark's gambling. With \$500 borrowed from Stone the couple returns to Marlboro. Mark sets out on a round of pleasure seeking instead of hunting a job. He introduces Norma to Natalie Price, a debutante who has long hoped to marry Mark. When their funds dwindle again Mark and Norma move to a cheap apartment. Mark begins to hunt work seriously. He gets one job and loses it. Then he becomes a doorkeeper in Blumfeld's department store. Norma practices rigid economies at home. When Mark's mother comes to call on them and tries to persuade him to seek reconciliation with his father Mark refuses. He and Norma spend a happy Thanksgiving Day together. Next morning Norma, on a shopping trip, hears a familiar voice beside her.

CHAPTER XXVII.

The two girls had almost reached Norma. One of them was talking eagerly. It was the shrill, high-pitched voice that caught her attention. Where had she heard that voice before?

Norma glanced from one face to the other. The taller girl, the one whose voice seemed familiar, wore a green suit with luxurious collar and trimming bands of dark fur. Her companion was in brown. Another instant and they were beside her. The girl in green looked directly at Norma. A fleeting change of expression crossed her face. In that instant Norma recognized Natalie Price.

"Oh—how do you do!" Natalie's voice dropped to a cooling sweetness. Her dark brows arched with their subtle hint of aloofness.

Norma, startled, said, "How do you do?"

The girls passed. Norma stood at the edge of the sidewalk, about to step down when the traffic light flashed from red to green. She heard Natalie Price's quick, high-pitched voice floating backward. "That, my dear, was Mark Travers' wife!" She heard the other girl's incredulous. "No—but, Nat, such funny clothes!"

The rest of the words were lost. Six words spoken by a stranger—why should Norma feel those six words were to scorch their way into her brain and remain forever? Six words! But it wasn't the words that brought quick, hot circles to Norma's cheeks. It was the way they were spoken. As though for Norma to be Mark Travers' wife was something beyond belief. How dare they sneer at her "funny clothes"? Because she was trying to help Mark to save his money—was that something for these girls who had everything to laugh at?

"Funny clothes!" Her coat and hat were not funny! They were plain and cheap and the sort that hundreds of girls who worked in downtown offices wore. Norma was suddenly bitterly angry. Her small gloved hands dug into her coat pockets. Oh, what could she do to show Natalie Price and those others how little she cared for what they said or did? What could she do to let them know that if she wore cheap clothing it was their thoughts that were cheap, their ill-mannered and discourtesy that were ugly?

The street signal flashed red but Norma was so preoccupied she did not notice it for several moments. Then she realized the others about her had gone on. She crossed the street hurriedly.

"Funny clothes!" the girl had jeered. Norma caught the reflection of herself in a plate glass window. Well, she probably looked "funny" to Natalie Price's crowd because her coat wasn't an exclusive creation from Fanchon's or Monet's. Her hat too—that was "funny" because it had been bought from a bargain table and reshaped according to Norma's own taste.

She forgot her morning's errand and walked a block past the five-and-ten store where she was to begin her purchases. "What right has Natalie Price to set herself up as a judge of other people?" Norma raged inwardly. "What has she ever done to make herself better than anyone else?"

She knew without need to hesitate the answers to those questions. Natalie's father was rich. Natalie was "in society," her name and pictures in newspaper society columns frequently. But those were not the things that mattered. What gave Natalie Price her tremendous advantage was the fact she belonged to the life Mark had always known before his marriage. If Natalie sneered at Mark's bride it meant others would do so.

Was she so pitifully a failure? Was she a hindrance to Mark? "But he married me!" Norma told herself defensively. "He knew Natalie first and instead he married me."

The mood burned only a little less fiercely when later she stood at a counter piled high with dishes and selected a blue-flowered saucer to take the place of the one she had broken. Lucky to find the same pattern in stock. Well, the old cloth was next on the list. Norma moved across the store.

She was buying five and 10-cent supplies for Mark's kitchen while Natalie Price and her friend might be trying on gowns that cost hundreds of dollars, fur coats worth fabulous sums.

"Oh, what do I care!" Norma told herself a little too insistently. She was remembering that only yesterday she had declared nothing was lacking from her happiness. That was when Mark had praised the Thanksgiving dinner she had cooked.

She said to the blond girl behind the counter, "I want a yard and a half of that blue oil cloth. No, the plain piece—"

Mark Travers looked up as the newcomer leaned his elbows on the lunch counter.

"Why—Johnson! I'm a blue-nosed baboon if it isn't the old boy himself! How're you, Johnson?"

The newcomer drew back and thrust out a hand in greeting. "Glad to see you, Mark," he said heartily. "This is a surprise! Didn't recognize you when I came in. I—very well, thank you. Looking first-rate yourself!"

Mark laughed. "Sure, I'm O. K. Tell me, Johnson, how's the old place bobbing along? Miss me down there?"

They were sitting at a drug store lunch counter. A half-consumed sandwich lay on the plate before Mark. He raised a heavy porcelain cup to his lips. The man beside him was middle-aged. He wore a gray hat and dark overcoat. Beneath the rim of the hat the close-clipped hair showed a grayish tinge. Johnson had the manner of a quiet, efficient man who has spent most of his life executing other men's orders. He had done that, Johnson for 15 years had been a reliable cog in the smoothly operating mechanism building up F. M. Travers' real estate holdings and F. M. Travers' annual dividends. At 55 Johnson was in charge of the department to which Mark had so casually and briefly lent his services the few months he had been in his father's employ. And at 55 Johnson received a salary considerably less than that which had been paid to Mark.

Traditional homage to all persons and things associated with the name Travers coloured George Johnson's voice.

"Oh, we're getting on about as usual," he answered Mark's question. "Never very much change, you know. Yes, indeed, we miss you."

The big boy in the white coat across the counter paused significantly—almost beligerently—in front of Johnson. "Whassa order?" he demanded in a voice with a nasal quality.

Johnson hesitated. "Let me see— He studied the menu chalked on the mirror-lined wall. "A fried egg sandwich," he announced. "And coffee. No cream, please. And apple pie."

The order given, he turned again to Mark. "You know, I'm really glad to see you," he repeated. "We've missed you. I read—er, about your marriage. Of course I wish you and Mrs. Travers every happiness."

"Thanks. Guess I haven't really been missed around the office, though. Little enough I ever did there."

"But you'd been with us such a short time. You were getting the thing very well—doing splendidly."

Mark was not interested. He interrupted. "Tell me, how's Dad looking?"

"Oh, he's well. About as he always is, I should say."

"Glad to hear it. You probably know a certain unpopularity rests about his one and only son—"

"Oh, I'm sorry! To tell the truth I had heard a little something of the sort. But it will clear away, I'm sure. It will clear away in just a little time."

Mark's eyes had suddenly rested on the clock across the room. He was on his feet, reached in his pocket and showed some coins across the counter.

"Got to beat it!" he exclaimed. "Got to be back at 1:15. See you again soon, Johnson. Strong!"

Before his companion could frame a reply the outer door swung shut on Mark's departing back. A girl in a red coat climbed on the seat the young man had vacated. Johnson looked furtively over one shoulder, readjusted his spectacles and attacked the wedge of pie.

That night Mark spoke to Norma about meeting his former associate. "Funny old duck," he described Johnson. "Good-hearted, though."

Mark was wondering rather vaguely just why he had been so pleased to see the olderman. It had also occurred to Mark, as it had not previously, that it was strange for Johnson to lunch in a place so far removed from the real estate company's headquarters. Oh, well—he probably liked to get away from the place occasionally. It was the third day afterward that Mark, entering the drug store lunch room, heard his name called. He glanced about. There on the third chair from the end of the row sat Johnson.

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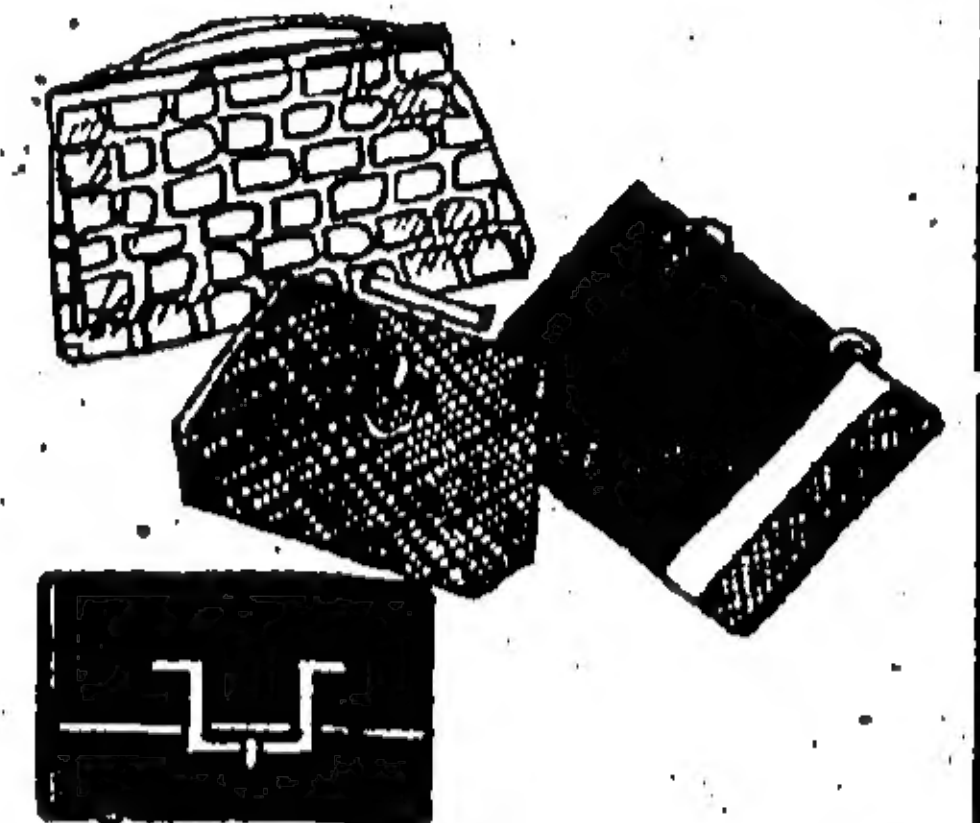
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"Hello!" Mark sang back cheerfully. "Getting to be a steady customer, aren't you?" He climbed on the nearest seat.

"I was hoping to find you here," George Johnson said earnestly. "I've something to tell you, Mark."

"That so?" Surprise in the young man's voice. "Well, let's have it."

"It's a message from your father."

"What's he got to say? Why doesn't he say it himself?"

"He asked me—that is, I came because—"

"Look here! Did my father really send you to tell me something?"

Johnson gulped as though his task was uncomfortable. He nodded affirmatively as he said, "He wants to see you, Mark. He asked me to tell you that."

"Wants to see me? You mean he sent you to say that?"

"He asked me to tell you he wants to see you about an important matter. What that may be I wasn't informed. I judged, though, that it might be about business. He—seemed very anxious about this matter."

"Listen, Johnson, this is on the level, is it?"

"Oh, absolutely! You know me better than to doubt me. You know I wouldn't interfere in your private affairs nor those of your father. I'm carrying out instructions, Mark."

"But I've got a job. I don't have time to go down there."

"Any time you set I'm sure will suit Mr. Travers. If you could stop at the office when you've (Continued on Page 13.)"

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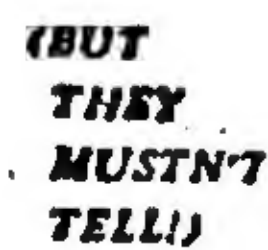


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London, Nov. 13.
The South African rugby tourists had Oxford University as their opponents and won by 24 points to three.—*Reuter.*



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Hongkong Telegraph.

SATURDAY, NOVEMBER 14, 1931.

FRANCE'S ONUS.

The Prime Minister's warning that next month may see the world on the fringe of a storm area cannot be over-emphasised. A host of pressing problems shelved in the last twelve months cannot longer be relegated to the future. Britain is pressing strongly for a world conference to sort out the currency muddle. The disarmament conference is scheduled to begin in February, with Manchuria providing a serious complication. A heavy responsibility rests on the governments of the Old and New Worlds to prevent catastrophe when the credits granted to Germany mature.

Bound up with all these questions, even disarmament, are war debts and reparations. And the only solution which suggests itself is a strengthening of the ties which M. Laval and Dr. Brüning recently established between France and Germany. Viscount Cecil recently stated that a genuine Franco-German rapprochement would end seventy per cent. of the world's troubles, and he struck the nail squarely on the head. A revision of reparations is essential. It is useless to brook the fact. In answer to Germany's claims to revision, her creditors have always referred her to Washington, pointing out that they have agreed to cancel two-thirds of Germany's reparations in return for a cancellation of war debts. This has proved a complete stumbling-block hitherto, but there is reason to believe that one of the results of the visit of M. Laval to Washington a few weeks ago was a tacit understanding that, at last, America is prepared to discuss readjustment of war debts according to the capacity of her debtors to pay, which means, in the last analysis, the capacity of Germany to pay.

The question before the Franco-American statesmen was: "Shall the moratorium be lengthened or shall war debts be revised?" The year's holiday granted is clearly inadequate. There has been no upward swing in the trade cycle to suggest that payments can be resumed in July next. Many authorities have, therefore, urged that the period of grace be extended to three years, even five, if necessary.

They argue that the world must settle down to price stability before resuming arrangements the burdensomeness of which depends on the movement of prices. A revision of war debts according to capacity to pay would obviously be difficult in a period of fluctuating prices. And yet, at the same time, the accumulation of uncertainty is not destined to assist business to find an even keel. The crux of the matter is Germany. She has to face the possibility that she will be divested of her short-term capital on March 1. The export trade is being pushed tremendously in order to pay off commercial creditors. But it is an uphill task and one which has been rendered doubly difficult by Britain's forced abandonment of the gold standard, causing neighbours of Germany to follow suit. It is arguable, in these circumstances, that Germany would work back to equilibrium with greater enthusiasm if her reparations commitments were scaled down instead of merely delayed.

France has a great opportunity of cementing newfound ties of friendship with Germany to-day. A definite move from Paris in favour of a reduction of reparations, in return for American concessions, which are practically assured, would represent a happy gesture which would be not only received with rejoicing in Berlin, but which would serve to place Franco-German relations on a happier footing than they have been for nearly a century. The first move, however, must come from France. Will you rise to the occasion?

A Spanish Joke.

With so many nations of the world facing up to relentless economic and industrial worries which have for thousands robbed life of a spice of laughter, the spectacle afforded by the blissful manner in which the Spanish Government has thrust aside these complicated problems and concentrated on sentencing Alfonso, now safely beyond its reach, to life imprisonment, will be thoroughly appreciated. The "Guilt Committee", which came to this momentous decision, when it presented its report to the Cortes, was, we are told, loudly cheered. It is also conceivable that the ex-King, when he heard of the "sentence," favoured it with one of his famous smiles. The cream of the jest however, is the Committee's rider that it only refrained from recommending the death penalty on account of the exclusion of capital punishment from the new Code. It all seems very childish. King Alfonso must himself feel very deeply for the future welfare of his country and his old subjects under such petty administrators. The threat to his life, the sentence of imprisonment and the confiscation of his property are waste of time. Spain's rulers have far bigger and more important matters to which they should be devoting their attention. Instead of trying to "get their own back" on a man, who, even if he did not fulfil the wish of the masses to the letter, at least showed a sweet reasonableness at the end and gave them the power they were seeking. If they abuse that power and misuse their time in staging comic operas, it does not augur well for the future prosperity of the country. But whatever view is taken, the "Guilt Committee's" sentence remains for the world to chuckle over, and thus forget, for a moment, its cares and troubles.

**TWICE ROBBED IN
FOUR DAYS.**

**KOWLOON RESIDENT
BURGLED.**

Petty thieves appear to have a special liking for the residence of Mr. T. S. Fraser, of No. 276, Peking Buildings. Mr. Fraser has been victimised twice this week.

On Monday, some-one effected an entrance and stole a small carriage clock, a purse containing about \$8 in money, and a small slide rule from a jacket pocket.

On Thursday night, another invasion resulted in the loss of a sewing machine.

DAY BY DAY

A CHEERFUL TEMPER, JOINED WITH INNOCENCE, WILL MAKE BEAUTY ATTRACTIVE, KNOWLEDGE DELIGHTFUL, AND WIT GOOD-NATURED. IT WILL LIGHTEN SICKNESS, POVERTY, AND AFFLICTION; CONVERT IGNORANCE INTO AN AMIABLE SIMPLICITY, AND RENDER DEFORMITY ITSELF AGREEABLE.—Addison.

It is notified that the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E., resumed duty as Secretary for Chinese Affairs on November 9.

His Excellency the Governor has appointed Mr. William James Carlie to be Senior Assistant Colonial Treasurer, with effect from November 2, 1931.

A proclamation issued by His Excellency the Governor indicates that a new college of Hongkong one-cent pieces is to be undertaken in the near future.

The Gazette notifies the appointment of Professor L. T. Ride, M.A., M.B., B.Ch., M.R.C.S., L.R.C.P., to be Lieutenant in the Hongkong Volunteer Defence Corps, with effect from October 20, 1931.

The Annual Drill Display of the Hongkong Fire Brigade will take place on the Compound of the Central Police Station at 3 p.m. on Wednesday next, the 18th instant. The public are cordially invited to attend and witness the Display.

The first of the weekly services to be conducted by the Church of England at the Colonial Cemetery Chapel will be held to-morrow with Evening and Address at 5.15 p.m. A monthly Celebration of Holy Communion is also to be held in the Chapel on the first Sunday of each month at 8 a.m.

The verandahs of the first and second floors of No. 112 Temple Street collapsed suddenly yesterday morning, and caused some alarm in that neighbourhood. Several men were working at the time, but all escaped injury. New verandahs were being erected, and for some reason, the shoring gave way, causing the collapse of the front of the building.

Under the provisions of section 55 of the New Territories Regulation Ordinance, 1910, Mr. R. A. D. Forrest has been authorised to hold a Small Debts Court in the New Territories at the following places:—The charge rooms of the Police Stations at the Police Wans, Tai O (Lantau), Tung Chung (Lantau), Cheung Chau, Yung Shu Wan in Lantau Island, and the office of the District Officer, South.

SUGAR MARKET.

**THE LATEST CABLED
QUOTATIONS.**

The following cable at the close of the sugar market yesterday has been received by Messrs. Penfrenth and Co.

London Terminals.

March 1932 6/8½ up ¼d.
May 1932 6/10½ up ¼d.
August 1932 7/-½ up ¼d.
December 1931 6/5 up ¼d.
Buyers at above prices, sellers asking ¼d.-½d. more.

New York Terminals.

March 1932 1.27 down 1 pt.
May 1932 1.30 down 2 pts.
July 1932 1.34 down 3 pts.
September 1932 1.39 down 2 pts.
December 1931 1.30 down 1 pt.
Sourabaya (18/11/31).—Trust Mills sold 2,000 tons Whites, buyers and price not disclosed.

Wanted: Enterprise to Press a Button.

By NORMAN R. COLLINS.

NECESSITY may be the mother of invention, but luxury quite as often seems to be the father. For example, who has ever heard of greater luxury than that provided by an alarm-clock which, instead of ringing a strident, jangling bell, sets a gramophone playing? The whole thing is positively Oriental in its opulence—like that Emperor of China who had a clockwork nightingale to lull him to sleep.

Yet the alarm clock which rouses the sleeper to the sound of soft music, and not to a noise like a telephone bell, was on view at the Exhibition of Inventions recently held in London.

A lot of recent inventions, indeed, seem to have been conceived in the same spirit of luxury. The device I read of whereby a one-legged man can go mountaineering is obviously merely a good-natured means of indulging a whim and not a strict necessity.

A Peeler For Shrimps

The instrument which peels shrimps might in certain circumstances be extremely useful, but it is difficult to see how it could ever be essential.

A walking-stick which is "quickly transformed into a tripod camp stool" and is also "adaptable as a bathingraft" might have been designed by Tennyson for export to the island of the Lotus-eaters.

And the "automatic telephone-receiver lifting device" which, when placed beside a baby's cradle, enables the infant's mother to discover whether the child is asleep or not simply by ringing up the house, is not a necessity in the sense in which our fathers understood the word.

The real trouble with inventions is that they complicate the business of life quite as much as they reduce the effort of living.

Why be Bothered.

There comes a point when people would rather do a thing in the old, bad clumsy way than go to the trouble of setting the machine that is ready to do it for them easily and quickly.

There must, for example, be tens of thousands of perfectly good cigarette lighters stowed away, useless simply because they need either a new flint or more petrol. And until inventors have discovered a means of overcoming the ordinarily uninventive man's distaste for anything mechanical their business of inventing is not at an end.

At first the fountain pen seemed miraculously to have made writing as effortless as talking. Then the stupid, lazy human race began to grow tired of the delicate operation of filling a fountain pen. So the self-filling fountain pen was conceived, and the marvel of 25 years ago now seems as awkward and old-fashioned as the quill and the sand box.

The Distracted Housewife.

Domestic labour-saving inventions, again, very often arise out of a mistaken conviction that women, though apparently on the very verge of physical collapse, all have the brains of an Edison and the fingers of a watch-maker.

Most women disregard the fact that many otherwise intelligent housewives would rather continue to carry a heavy bucket or turn a stubborn handle, than press even the slightest button that there were the slightest chances that it were the wrong button that they were pressing.

The kitchen of the future, we are told, will simply be a vast switchboard bristling with as many buttons as a pageboy.

Button Pressing Specialists.

If it is, there will sooner or later be a demand for slave-labour to press the buttons.

For it is certain that after a time pressing the button will seem as intolerable a demand on the energy of mankind as dipping a pen in an inkpot did. Then will come a succession of devices for making button-pressing easier, and devices for making the use of these devices easier, until finally we live in a world that is run by clockwork and not by us.

At the moment we are living in the awkward adolescence of invention. Our parents were savages in the matter of material comforts. And we are not yet completely at our ease among kettles that make the tea without human intervention or alarm clocks that put early morning eggs on to boil as they ring the bell—or play the gramophone.

Human comfort at the present day is probably at its highest on a level somewhere about midway between that of a sanitary ideal home and an unspelled country cottage. Hygiene is not yet the highest epithet that a Christian can pay to his family hearth.

Cattleman Milliner.

Many inventions leave me wondering whether it was not fantasy as much as necessity that mothered them. The retired cattleman who invented a reversible hat for women seems as mythical and amazing a figure as the general who invented an improved powder puff for the handbag—yet both exist.

And such inventions seem all the more surprising in a world where there are so many things that obviously need inventing.

There is, for instance, a real need for a game, offering all the charms of competition, that one can play without cheating.

There is urgent need for a moneybox so invitingly designed that it will make the saving of money even more attractive than the spending of it.

There is a clamorous appeal for a machine that will—but no, I won't mention it. I feel myself being carried away quite as much as the Frenchman who invented a device for waking up deaf people by dropping a little rubber ball on their noses!

PHIPPS discovers

**IDEAL SEASON-
TICKET HOLDER.**

Peter is the ideal season-ticket holder. He doesn't smoke, he doesn't object to smoking, he doesn't insist on the window being up, down, or half-way, he doesn't snore, and he doesn't want to know what the devil the country's coming to.

Peter travels every day on the L.N.E.R. between Goodmayes and Romford. He is exceedingly popular with his fellow travellers, who frequently come up and pat him on the back. Peter just grins and wags his tail.

Yes, Peter's a gay dog. As a matter of fact, he's the first dog in history to be a season-ticket holder. He loves the Night Life. Which is just as well, considering he belongs to a night watchman.

He enjoys the distinction of being the first four-legged season-ticket holder. But he doesn't occupy a quarter of the area normally monopolised by those gentlemen who are something in the City and about twice that in a corner seat. And he always gives up his seat to a lady.

For Polly Too.

He has, of course, set a precedent. It will not be long before the old lady with the parrot that must have its nourishment every twenty minutes ("Guard, I insist, Polly is lacking in proteins") applies for a "season," and it will not be long after that before the guard applies for a pension.

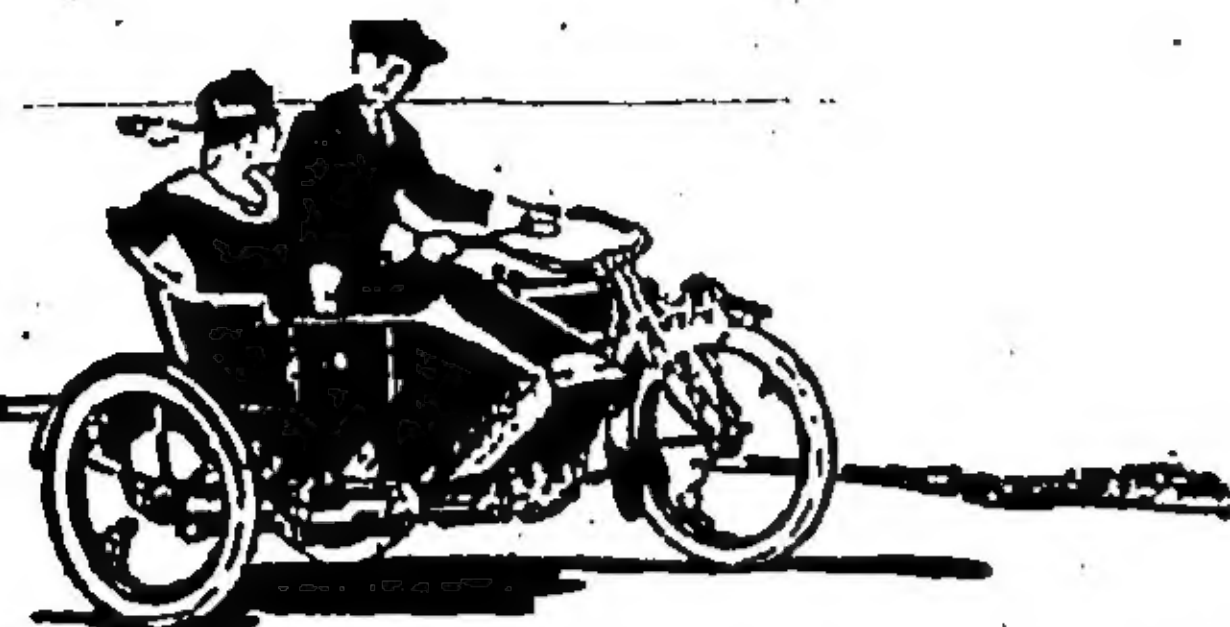
The amenity is bound to be sought, too, by those who take life Pekkiness. With a first-class season "Tooties" would be enabled to enjoy that "corner, facing," so

(Continued on Page 7.)

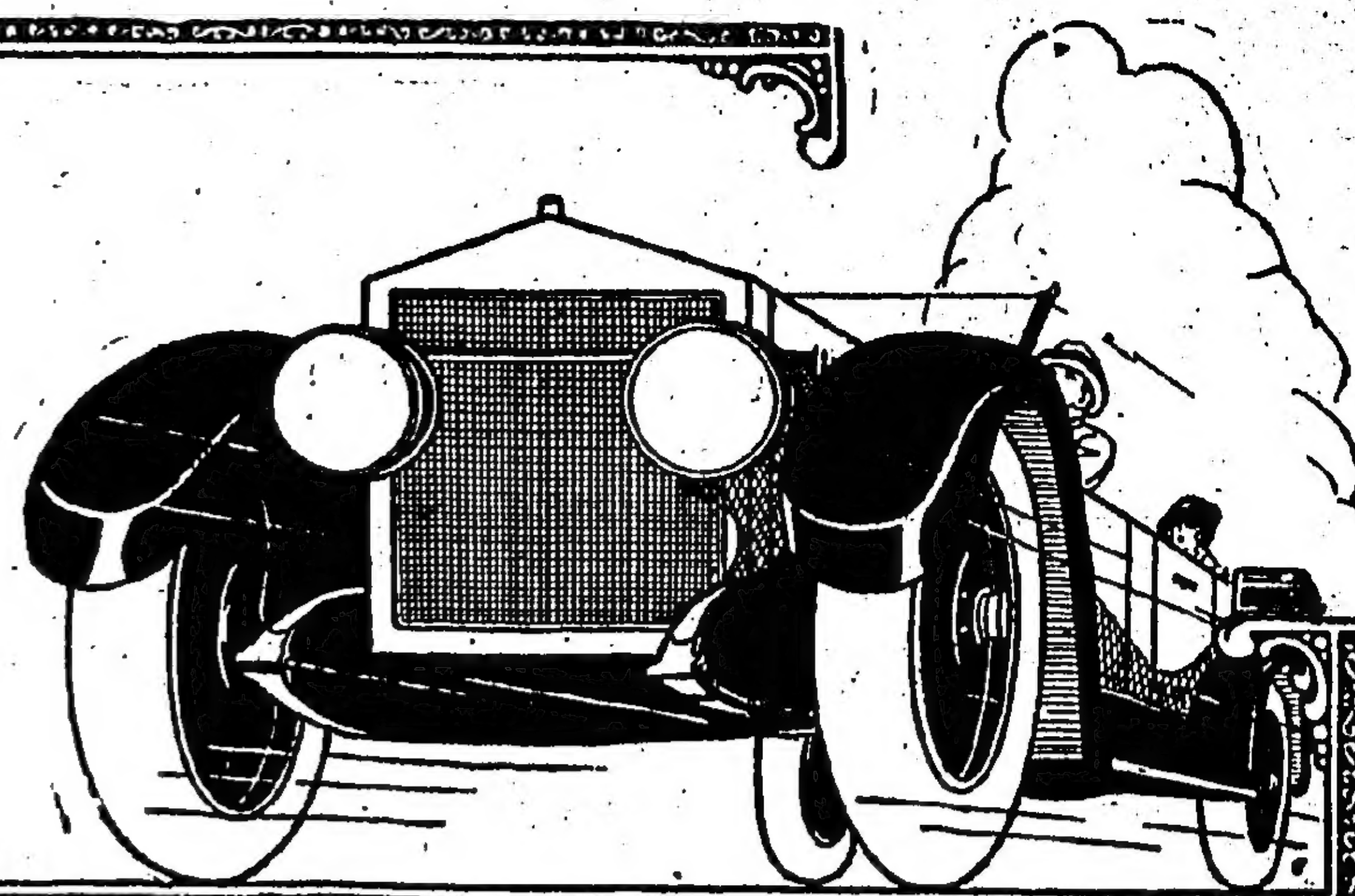


"Glad you like the ride, Millie—just wait'll next week, when I start delivering for that flower store."

MOTORING SUPPLEMENT



OF
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SATURDAY, 14th NOVEMBER, 1931.
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MOTORS AND MOTORING.

Trying Cars Before the Show.

[By John Prioleau.]

There is one advantage—perhaps most people will agree the only one—in the practice of announcing and actually producing the annual new models of cars before they are to be seen at Olympia, and that is that prospective buyers have an opportunity of having, at all events, preliminary trial runs before they are faced with the increasingly difficult task of making their choice at Olympia. Apart from the fact that it is nearly becoming more difficult to make a sensible choice amid the disturbing glitter and show polish, to say nothing of the noise and atmosphere, it is essential that the would-be buyer should have some mechanical data on which to base his choice before his attention is diverted by the more specious appeal of coach finish and equipment.

With the new models or at any rate a number of them, available for trial two or three weeks before the Show opens, the business is considerably simplified, and the man or woman who is looking, as so many are doing now, for a car which will give them faithful service for at least two or three years, will be well advised to apply to the local agent for, at all events, a brief trial run before going to the Show. It is much better to take one's list of possible choices to Olympia with certain facts about performance and comfort established than to allow oneself first of all to succumb to the appeal of features which are of secondary importance.

Look for Prime Faults.

The best principle on which to set about the business is to look for prime faults. The first of these is heavy wandering or indefinite steering. Few faults are more likely to put one out of conceit with one's new purchase than steering that is not, as nearly as possible, "automatic." It is only a few miles to discover whether or not the driver will always feel absolutely confident and be in the essential position of not thinking about his steering at all.

The second fault of importance for which to be on the look out even to-day, is inefficient braking. Brakes are certainly vastly improved, but, save in very instances, their worth cannot be taken for granted.

Gear-Noise and Suspension.

Noise on the intermediate gears, especially of course in the case of the smaller machines, can be a

serious drawback. Things are considerably better in this respect to-day, but so much of one's satisfaction with the car, particularly if it be a closed one, depends upon being able to use the intermediate gears freely and not to be perpetually anxious to change up into the direct drive, that it is very important to be sure on this point.

So far as the smaller cars are concerned, one of the most important features to verify is the efficiency of the springing. Many of these are designed to ride comfortably and safely up to a certain speed and, while few in my experience are really efficiently sprung through the whole of their speed range, it is still rare to find a light short wheel based car that holds the road properly over an uneven surface at much over 30 m.p.h. Proper springing is of the greatest importance in an economical car, as, apart from the resultant comfort, it has an appreciable effect on economical running, both from the point of view of fuel consumption and of the life of the coach work.

A Test Route.

The wisest course is to arrange to drive and be driven over a previously selected route in each of the cars from which the final choice is to be made. The course should include a hill with a gradient of at least one in six, so that not only climbing powers of the engine may be decided, but also the action of the clutch in starting away from rest on a steep side. It is here also that the efficiency or otherwise of the hand brake will be best verified. The run should include also a level stretch on which the car can be driven "flat out" on all gears. In two or three miles you will be able to reassess yourself as to the smoothness and quietness of operation in ordinary circumstances.

Pre-show trial runs are, to my mind, of great importance when the type of car is unfamiliar. The obvious advantages of the 1932 model, such as well upholstered, well finished bodywork, accessibility of working parts, and the like, are apt to exercise too great an influence or the ultimate choice when they are the first things that present themselves to the notice of the economically minded buyer. A sound rule is to find out, first of all, not the virtues but the vices of the car you hope to find to suit your purpose.—Ex.

BROOKLANDS THROUGH AMERICAN EYES.



Action on a trick curve on Brooklands race track is shown in the upper picture. With the barrier in the track, drivers must make a difficult S-curve. In some races, however, they take the simple curve on the steep upper bank. Below, judges are "measuring up" an entry before a race.

[By Milton Bronner.]

London, Sept. 28. Out at the motor racing track in Indianapolis the boys think they are doing a lot when they pull a 500-mile race. But here at Brooklands, 25 miles from London, the British have, for the past three years, had races that sometimes go to 2000 miles.

And they have now called them off because "they bore the crowds." The races in which these high mileages are made constitute a severe test, not only of the car but of the drivers. They occupy all the daylight hours of two days. The race is run in two periods of 12 hours each, starting at 8 in the morning and ending at 8 in the evening.

On the evening of the first day, when time is called, each driver runs his car into the enclosure assigned to him, gets out and locks his car.

The next morning at 8 cars and drivers line up once more at the starting point. Once time is called, they can start off on the race, or make any repairs they want.

As the engines have cooled off during the long night period, the drivers start slowly to give their engines time to warm up.

Handicapped by Size. In these 24-hour races the cars are handicapped according to the size of the engines. Each car is given a fixed mileage which it must accomplish within the 24-hour period. That car is acclaimed winner which exceeds this fixed mileage by the highest figure.

Last May the winner was an M. G. Midget driven alternately by the Earl of March and C. S. Stani-land. It did 1381 miles at an average speed of 65.62 miles an hour.

Brooklands authorities have decided to call off these 24-hour races because crowds do not find them attractive. Although the cars start at the same time, nobody knows who has won until long after the race, as the mileage has to be carefully computed.

It is planned to continue the 500-mile races which have been a feature every year and add to this a 1000-mile race.

In the 500-mile races cars get a time handicap. That is, cars with the smallest engines start first, followed by those with bigger engines. The bigger cars then have the task

of overcoming the mileage the smaller cars have already achieved. The crowd gets a real kick out of these races because it can see who is winning without having to wait for any lengthy computation.

Brooklands is owned and operated by the Brooklands Automobile Racing Club of which the official patron is the Prince of Wales and the famous sporting Earl of Lonsdale is president. Since its opening in 1907 races have been held nine months in the years except during the war.

This track is unusual especially in method of operation. It is much like a horse race track. There is a paddock where visitors can see the cars and drivers.

Before a race, the cars are paraded in the paddock just as are race horses. And on the hillside there are always present a considerable number of bookmakers prepared to take bets.

The track is pear-shaped, the complete circuit being two miles, 1350 yards on the centre line. It is 100 feet wide and is built on a solid earth foundation with a surface of reinforced concrete.

High-Speed Curves. All curves are banked for high speed. So accurately has the degree of banking been calculated that it is possible to travel at more than 120 miles an hour on these curves. Provided the car is at its correct height on the banking, all four wheels are pressing down equally on the track and there is no tendency to skid. The curves are really the safest places on the track and accidents are comparatively rare.

Some of the famous drivers who have taken part in races at Brooklands are Sir Malcolm Campbell, Kaye Don, Captain Woolf Barnato, Lord Howe, Sir Henry Surkin, the Hon. Mrs. Victor Bruce, Chassagne the Frenchman, and Count Lurani and Ivanovsky from Italy.

Up to January, 1931, 242 world records have been made, of which 75 were taken at Brooklands.

Kaye Don holds the lap record for the track, having gone 187.58 miles an hour. The highest speed record ever attained on the track was also won by Don. That's 140.95 miles an hour.

Don also holds the fastest speed for a race at this track, having averaged 128.55 miles an hour.

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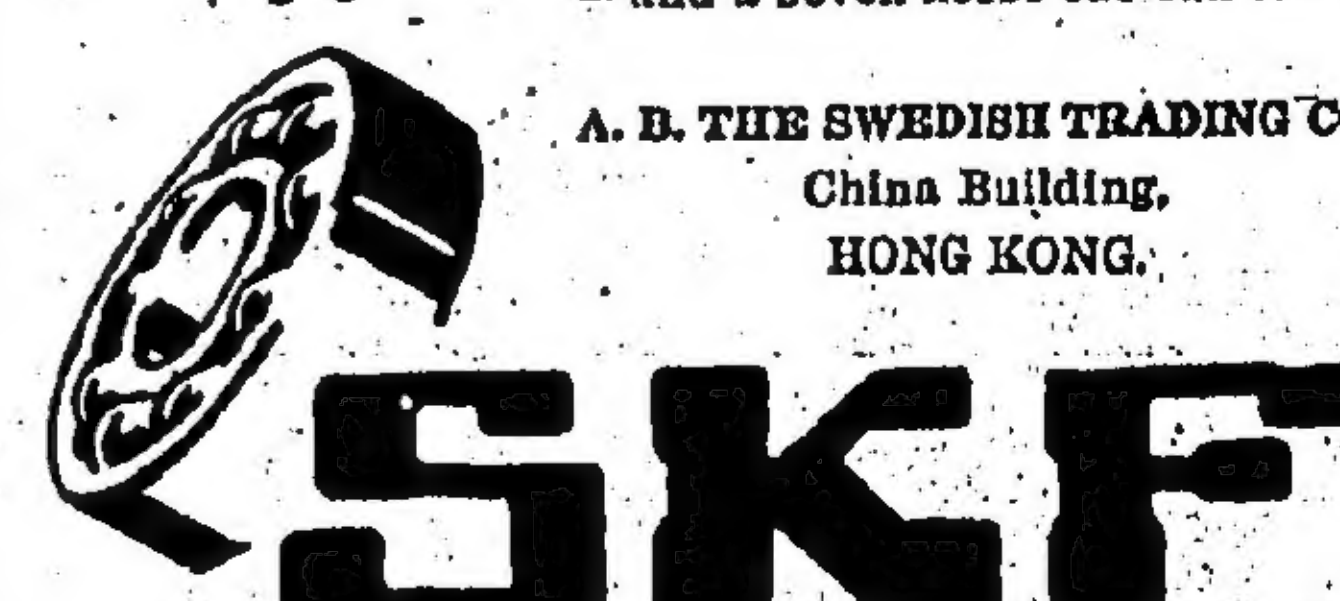
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Massachusetts and New Jersey
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dents for the first six months of
1931 than for last year.

FIRST ROAD BILL.

California's first appropriation
for road building came in 1909,
when it voted \$18,000,000 for the
state highway system.

THIS MUSICAL AGE.



"NO, I DON'T
BELIEVE I'M
INTERESTED IN
THIS MODEL—
THE HORN HAS
SUCH AN
UNPLEASANT
TONE!"

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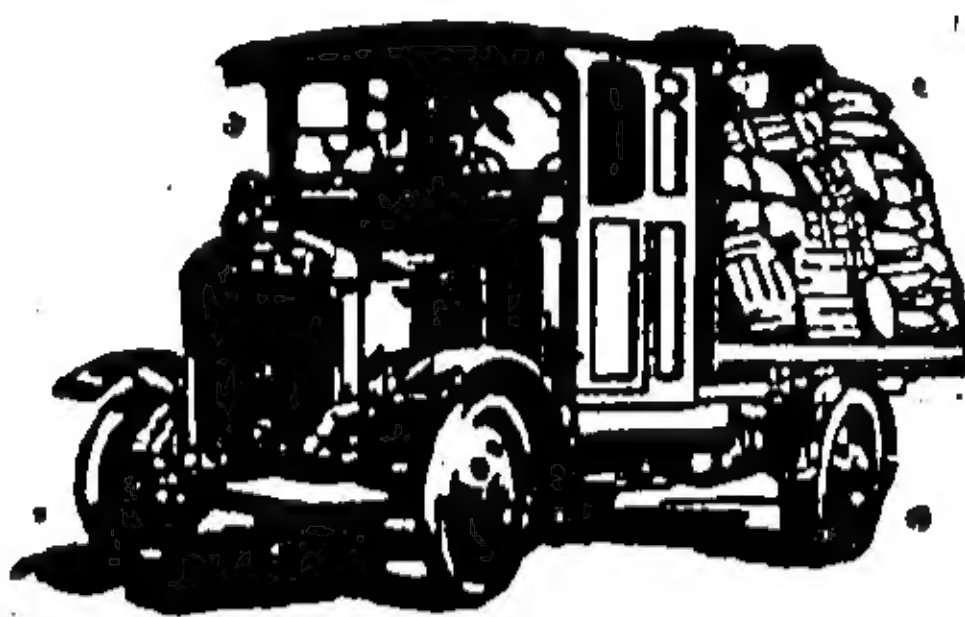
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THE MACHINE AGE?

Skilled Workmanship of
Vital Importance.

ENGINEER'S VIEW.

This period of history has been called the Machine Age so often, and the name has been so universally accepted, that it comes as something of a surprise to have a question raised as to whether that appellation is right or not. Hence, when no less an authority than H. L. Weckler, works manager of the Buick Motor Company, asserts that really the man is more important than the machine, it is interesting to find out why he thinks so.

It is the skill of the individual workman, and not the mere machine or tool that he uses, that determines just how fine any piece of handiwork will be, Mr. Weckler believes. He cites the guild spirit, that made the workshops of old London famous for honest craftsmanship and sturdy quality, as a time-honoured instance. That same spirit is alive to-day in many industries, for men have not changed and pride in the work of the hands is still to be found among them.

The finest machinery and tools will not produce fine automobiles, unless expertly handled. To scientifically developed steels and other metals, to expert engineering, the best types of equipment and infinitely accurate tools and measuring instruments, there must be added the touch of the thorough mechanic to complete the cycle. When a group of experts has been gathered together in any community, that community becomes a centre that could scarcely be moved to a new setting.

"Here in Flint there has been built up an immense force of expert Buick craftsmen," Mr. Weckler says, "constituting a community in which the guild spirit is very highly developed. In fact, it would be impossible to build Buicks anywhere else. We could set up our machinery in any community, but without the force of trained men we have here, with its backbone of old-time Buick workers, we could not build Buicks as some 2,000,000 owners know them."

"The Buick community has grown up like a city in itself, with technical training courses, recreations and opportunities for self-improvement that makes building our automobiles an industrial career."

BRITAIN'S DOUBLE SPEED TRIUMPH.

A Wonderful Achievement of British
Engineering and Pluck.

Flight Lieutenant G. H. Stainforth's three kilometre world's speed record of 408.8 m.p.h. is a fitting companion to Flight Lieutenant J. N. Boothman's previous success in the Schneider Trophy contest at 340 m.p.h. Both these speed triumphs were secured with a certainty that has excited universal admiration, and in both the power unit was a Rolls-Royce twelve-cylinder aero engine.

It would take a volume to tell the entire story of how the Vickers Supermarine Rolls-Royce S6B seaplane was developed to that stage when it proved itself to be unbeatable. The work that has been done would have to be traced back for many years, and its ramifications are countless. But some brief account may here be given of the problem which the designers and constructors faced, and of the means they used to solve it.

Previous experience in the design of high-speed seaplanes had shown that, in order to increase speed, there were three chief requirements to be fulfilled by the engine. It must give more power; it must be lighter and its frontal area must be less for a given horse-power than previous engines.

Seeming Limit.

For the 1929 Schneider Trophy race the Rolls-Royce Company had developed their "R" engine until it seemed to have attained the limits in these three things. It gave more than 1,900 horse-power; it weighed 1,630 lb., and its height and width were 40 in. and 30 in. respectively. The engine had twelve cylinders with a bore and stroke of 6 in. and 6.6 in. It therefore gave a horse-power per 100 cu. ins. of nearly 30, an astonishing figure, as will be appreciated when it is remarked that the normal aero engine gives about 27.8 h.p. per 100 cu. ins. and the moderately supercharged engine about 40.5 h.p. per 100 cu. ins.

The engine could well claim to be the lightest and most compact prime mover for its power in existence. Nothing had previously approached near to the figures attained by that 1929 Rolls-Royce racing engine. But to its high power output and low weight must be added its reliability. When ticking over this engine ran as smoothly and as well as a normal low duty engine, and in the 1929 race none of the British machines experienced any mechanical trouble whatever. It will be recalled that in 1929 the average speed for the entire course of over 217 miles was 328.63 miles an hour, a record which was set up by the late Flight Lieutenant H. R. D. Waghorn.

The 1929 Record.

Flight Lieutenant Atcherley, with the same engine, set up a new world's speed record for the 100 kilometres concurrently with the race. The figure he obtained was 331.75 m.p.h. After the race, following a plan similar to that which has been followed this year, Squadron Leader Orlebar, again with the same engine, established a world's record for the three kilometres with an average speed of 357.7 m.p.h.

It was the engine that had already accomplished these feats that was used as the nucleus of the 1931 Rolls-Royce racing engine. It seemed in 1929 as if the last ounce of power had been wrung from that engine; but if the Schneider Trophy was to be won again in 1931 more power had to be obtained somehow. Work was therefore begun on raising the power of the 1929 engine and modifying it so as to enable higher speeds to be reached.

The engine was gone over with the aim of reducing weight wherever possible. Every nut and bolt was scrutinised to see if a slight saving might not be effected. The work was extremely costly and extremely difficult. At the same time that the weight was being reduced more and more power was squeezed out of the engine. It was run on the test bench until some weakness became apparent, and then Sir Henry Royce, in consultation with Mr. A. J. Rowledge, would decide upon the modifications necessary; they would be incorporated, and further test runs would take place.

Against Time.

A date had been fixed for the Schneider Trophy race, and it was essential to have the engines ready by that date. Those who have followed mechanical racing in any of its forms will appreciate the magnitude of the task involved. No thought could be given to keeping down the expenditure of either time or money; an intense concentration of effort—which can have been only dimly appreciated by those thousands who watched Flight Lieutenant Boothman flying round the course with such perfect regularity on the day of the race—was demanded.

New problems had to be faced almost every day; the organisation alone, which formed the backbone to this technical effort, was an unprecedented task. The efforts of France and Italy, both of which countries had the full resources of their Governments behind them, to be ready in time to race against Great Britain deserve the fullest recognition; but in the event they were not able to be ready in time. That fact alone, perhaps, gives a better measure of the magnitude of the task than any other. Two of the leading air Powers in the world were not able to complete their preparations for the race in time.

Compare the results of the British development. The 1931 engine used by Flight Lieutenant Boothman gives 2,300 h.p. at 2,200 r.p.m. and weighs 1,630 lb. Thus nearly 1½ h.p. are developed for every lb. weight. The increase in power on the 1929 engine is 21 per cent., while the increase in weight is only 6½ per cent. The volume of the engine remained the same, so that the output whether regarded on a weight basis or on a volume basis is truly phenomenal.

The Super-Charger.

Much was due to the special supercharger. This draws in air on both sides of the rotor, while the air intake channel is shaped so that the air is compressed and then its flow retarded by the divergence of the channel before it reaches the carburettor. The reduction in kinetic energy produces a gain in pressure energy. This type of air intake is a Rolls-Royce patent and is now in use on many Service aircraft.

During development of the engine the aim was to run one hour at full power. The attainment of this objective was fraught with many difficulties. By the end of April the experimental engines would usually last about 20 minutes before there was some kind of failure. By the middle of July they would still do only about half an hour non-stop. But on the 3rd August a run of 58 minutes was done at 2,360 h.p., and the hour non-stop was finally accomplished on the 12th at 2,360 h.p.

One of the new features in the engine was the connecting rod and crankshaft and crankcase were considerably modified. Some idea of the magnitude of the crank-chamber stresses may be gained from the fact that the load on the centre main bearing due to centrifugal and inertia forces was nine tons.

The test apparatus for this development was in itself something of an achievement. Several high-powered aero engines were used to maintain an air blast to simulate conditions of flight and nothing was left undone to ensure that the ground tests were as complete as they could be. Nothing was left to chance and a "Life of Parts" list was drawn up and parts were discarded after they had completed their allotted span whether they had failed or not. There is hardly a part of the engine that has not received special design attention, and almost every component has been improved in some way or other.

And the proof of the engines was in the flying. No more complete proof could be imagined. For when Flight Lieutenant Boothman's engine was dismantled and examined it was found to be in absolutely perfect condition. There were no broken parts and from the condition of the bearings it is clear that the engine might have been straightway assembled again and set to perform the same task all over again.

The culmination of the British effort is still fresh in mind. The machines were ready, and they proved faster than the machines of 1929. In the race itself, in the 100 kilometres world's record, and in the 3 kilometres world's record of Flight Lieutenant Boothman himself, "behaved perfectly."

Flight-Lieutenant Stainforth's record was made with an engine still further developed and giving some hundreds of horse-power more than the racing engine.

The effect of that power increase is apparent in the figures. The fastest run was 416.2 m.p.h., a truly astonishing figure, and the average of 408.8 is such that the mere statement of the figure is perhaps the most eloquent testimony to the power and trustworthiness of the engine that is possible.

There is nothing to compare with this double speed triumph which has been accomplished for Great Britain by these wonderful Rolls-Royce-engined seaplanes. Every component, and amongst them must be included the Pratt special Ethyl, which was the fuel used for both victories, performed its duty and aided in what must

be regarded as one of the most brilliant feats of internal combustion engineering the world has seen.

The Vickers Supermarine S6B.

The problem of squeezing still more speed out of the beautiful 1929 racing seaplanes was one of the most difficult that Mr. R. J. Mitchell has tackled. The measure of his success is written in the feats of Flight Lieutenant Boothman when he won the Schneider Trophy and of Flight Lieutenant Stainforth when he set up that astounding world's three-kilometre speed record of 408.8 m.p.h.

Mr. Mitchell, the chief designer of Vickers Supermarine, Ltd., contrived, in the seven short months at his disposal, a machine which is faster and easier to handle on the water than his previous model. And as the 1929 machine was unbeatable by the aircraft designers and constructors of the entire world, so the 1931 machine has proved unbeatable. Before its speed, its reliability, and its efficiency, the foreign challenge for the Schneider race collapsed.

In essentials the Vickers Supermarine S6B remains the same as the S6 of 1929. It is a low wing, twin-float monoplane built of steel and duralumin. It carries its petrol in the floats and its oil in the tail fin, while almost the entire surface of wings and floats is occupied by surface radiators for cooling the engine water. But although externally the machine seems much the same, it actually embodies many vitally important modifications.

The experience of 1929 prompted some interesting changes and the introduction of new features. The efficiency of the oil system, for example, was increased by 40 per cent., and hot oil from the engine entering the oil radiators was actually cooled 60 degrees centigrade before it reached the outlet on the way back to the power plant. The coolers are located along the sides of the fuselage as far aft as the tail unit, and the pilot therefore sits in the cockpit with oil much hotter than boiling water flowing through pipes on either side.

The Greatest Difficulty.

Dissipation of unwanted heat is perhaps the greatest difficulty confronting the designer of a racing aeroplane. The new engine used this year necessitated the planning of radiator surfaces able to dissipate 40,000 B.T.U.s every minute. The S6B has monoplane floats in fact, lying radiators. Not only is almost every inch of the wing surfaces, above and below, given over to water cooling; the upper sides of the big seaplane floats are covered entirely with a double radiator skin instead of the usual shell plating. A further improvement, though strictly it was an engine and not an airframe improvement, was the use of a steam separator tank designed to prevent loss of water from the radiator system, only steam being permitted to escape into the atmosphere.

The half-ton load of fuel is carried in tanks located in the floats, from which the fuel is pumped to a small pressure tank in the fuselage. On steeply banked turns, when the increased centrifugal loading may amount to five or six times gravity, the fuel pumps, which are engine driven, cease to operate, and the engine runs during the turn on the fuel stored in the pressure tank.

The enormous engine "torque" is sufficient at full throttle to transfer a weight of 600 lb. from the starboard to the port float. This is balanced by uneven distribution of the fuel between the two floats, much more being carried in the starboard than in the port float.

The floats themselves, as a result of the extensive research and development work undertaken by Vickers Supermarine, are markedly more efficient on the water and in the air than earlier types. Each float is about the same length as the fuselage, or longer than in the 1929 machines, and they show improved stability on the water, combined with a reduction of air resistance in flight. Their design is mainly responsible for the better take-off qualities of the 1931 racers.

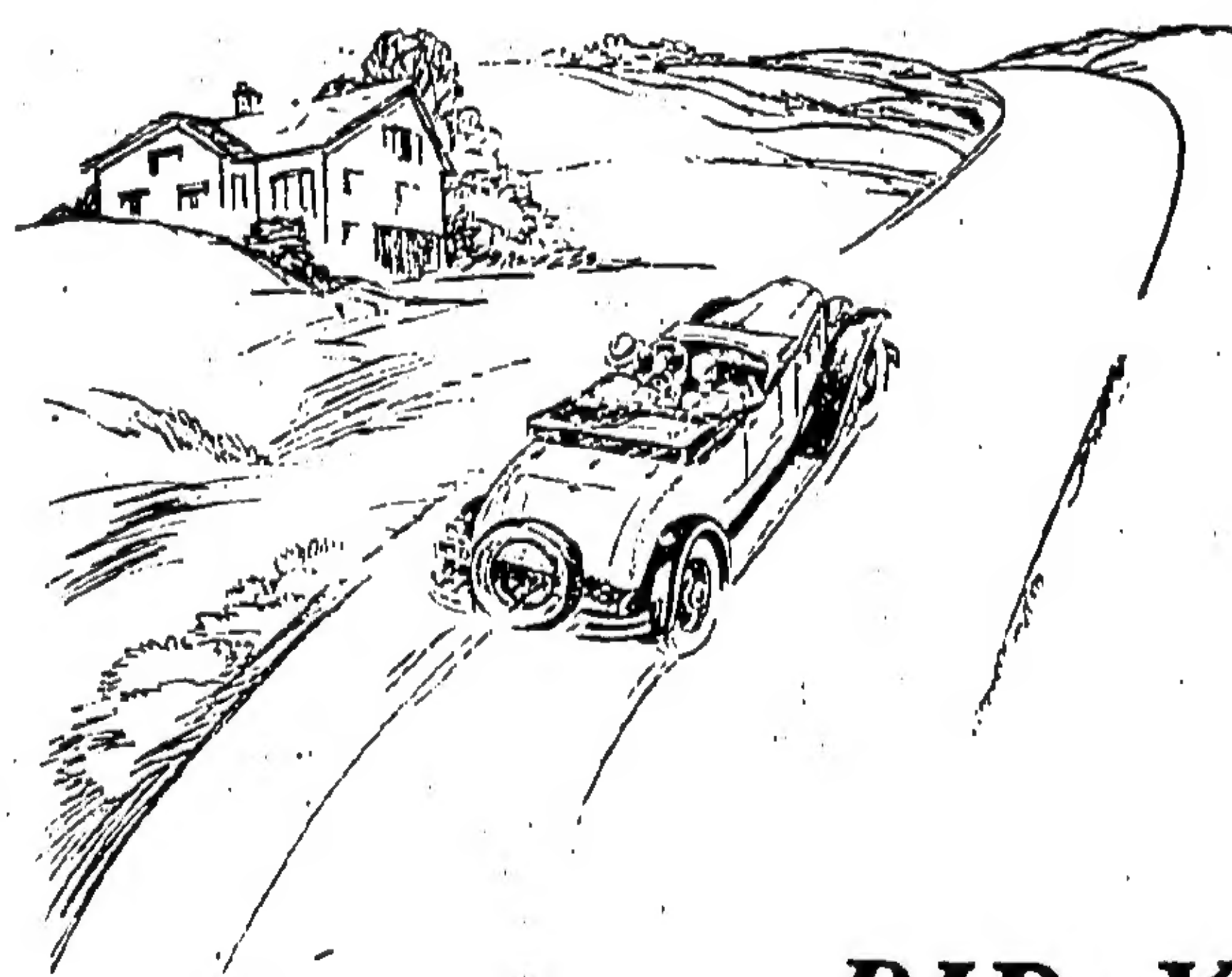
One of the most interesting features in the new machines is the static balances on the control surfaces. These are to eliminate all risk of "flutter," one of the most serious of the troubles to which high-speed aircraft may be subject. Control was also improved by the fitting of "trimmers" to the elevator and rudder. These consisted of small metal strips fitted to the trailing edges, and they allowed the trim of the aircraft to be accurately adjusted, so that no strain falls upon the pilot during flight.

Comparisons.

Comparative figures for the new seaplanes and those built for 1929 reveal a number of interesting points.

	1931.	1929.
Weight (empty).....	4,660	4,030
Pilot.....	160	160
Fuel.....	1,125	960
Oil.....	150	100
Weight (fully loaded).....	5,995	5,250

(Continued on Page 3.)



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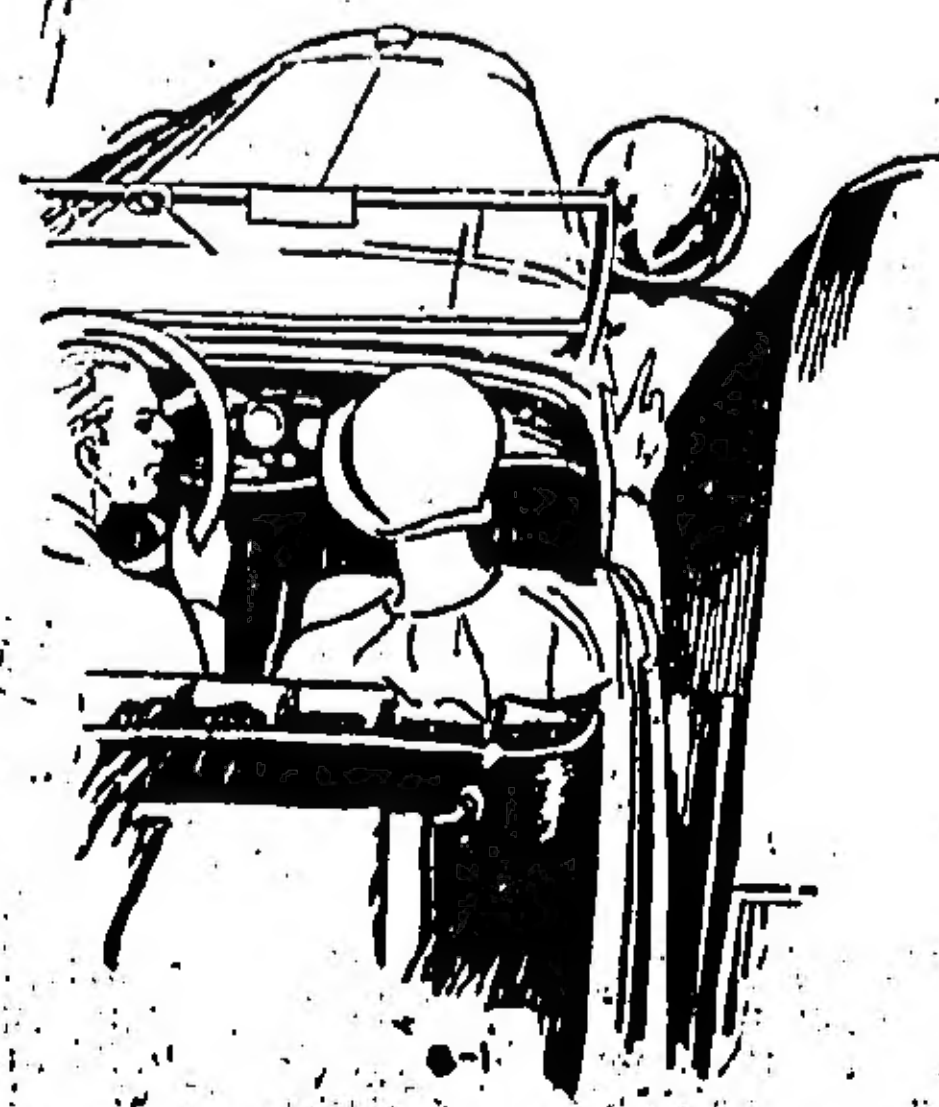
Owners everywhere, appreciate the prestige that Buick ownership gives them. They know that they can depend on Buick for leadership in performance, style, and complete motoring satisfaction. In short, they know that "When better automobiles are built, Buick will build them."

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PRODUCT OF GENERAL MOTORS.



BRITAIN'S DOUBLE SPEED TRIUMPH.

(Continued from Page 2.)

The wing loading works out at 41.3lb. per square foot, an extraordinarily high figure. The fact that, despite this high wing loading, the machines behaved so well when landing and taking off is a remarkable tribute to the success of the design. The wing loading of the 1929 machines was only 35.2lb. per square foot.

The wing-span of the 1931 Vickers Supermarine machine is 30ft. and the total wing area is only 155 sq. ft. This wing area has not been increased, the extra lift being entirely due to refinements in design. The alleron area has been slightly increased.

The behaviour of the 1931 Vickers Supermarine seaplanes has shown that they are highly controllable and that, so far as safety is possible with aircraft design for attaining speeds never previously attempted, these machines are safe. The pilots are unanimous in praising their handling qualities in all circumstances.

These, then, are the aircraft which have brought Great Britain the two greatest speed triumphs possible. They have shown themselves superior to all others in the particular branch of work for which they were designed and they represent a supremely great aerodynamical achievement.

The B.T.H. Magneto.

When aircraft achieved great results such as winning the Schneider Trophy, which has recently been accomplished by the Vickers Supermarine Rolls-Royce S. 6, the lay mind is apt to think only in terms of the engine and propeller, which have had to be developed and supplied to make this achievement possible.

The magnetos used for this great achievement were designed and supplied by The British Thomson-Houston Co., Ltd., Coventry, who are already renowned for their participation in similar records of the past.

The magneto must be considered as the heart of the engine and, like the human body, if the heart does not function properly the body cannot work with the maximum of efficiency. The functioning of the engine, its smooth running, its capabilities measured in horse-power, is dependent on the magneto and the spark it produces for igniting the gases in the cylinders.

It is a fact that the performance of the engine can be seriously affected by the magneto, as, for instance, when the throttle of the engine is opened rapidly, the speed of the engine must rise rapidly also, and if the magneto has not the capability, then the rise in speed may be very slow; also, the magneto must be capable of sustained running at very high speeds and produce the sparks regularly without a miss. Not only must the magneto deliver the sparks regularly, but always at the correct instant, and, unless the magneto does this, it would be impossible for the engine to maintain its power and speed under the very trying conditions met in these speed contests.

The magnetos used on the Rolls Royce engines were of the Polar Inductor type, and incorporated many features of proved reliability to withstand the severe conditions which would be imposed.

The Source.

The ultimate source of the spark is in the two small Cobalt Steel magnets fastened on the sides of the housing, and these, weighing only a few ounces, supply all the energy required. This magnetic flux is picked up by the rotor and passed through the iron circuit, around part of which is wound the coil, first in one direction and then in the other, to obtain the necessary reversal of flux for spark production. This flux induces a current in the primary winding of the coil, and when it reaches a maximum the circuit is broken by means of the contact breaker mechanism, and a high voltage current is produced in the secondary winding. The high voltage current is passed through a special distributing mechanism, to the plugs fitted to each cylinder.

The position of the contact breaker mechanism, in relation to the rotor position, when the primary current is at a maximum, must be correct, and the magneto is timed to the engine in such a manner that at the correct moment for each cylinder, the voltage at the plug points reaches a value at which the small gap of air breaks down and an electrical current, called the spark, passes across and ignites the gases, and so adds another impulse to the cycle of operations, which go to produce the enormous power of the engine.

When the Supermarine Rolls-Royce seaplane is travelling at 400 miles per hour, the magneto rotor is revolving 4,750 times per minute, or 79 times each second, and the magnetic flux is being reversed 18,920 times and the same number of sparks are produced.

It is almost inconceivable that a complete cycle of magnetic and

electrical operations is performed perfectly every three-hundredth part of a second. But it is a fact, none the less. Thus, the frequency of the spark is six times greater than the frequency of ordinary electric light mains whilst the voltage required to produce the spark at the plug points is 8,000 volts, or forty times greater than that used by an ordinary electric light bulb. It is interesting to note that the magnetos supplied by the British Thomson-Houston Co., Ltd., used during the Schneider Trophy Flight, produced no fewer than 1,324,000 sparks.

The Vital Spark.

It needs little imagination to realise that the Rolls-Royce racing engine imposes an enormous strain on the sparking plugs—indeed a strain such as sparking plugs have never before been called upon to withstand. It is not therefore surprising to find the name "Lodge" on the plugs with which Messrs. Rolls-Royce again chose to equip their engines, reaffirming the confidence they showed in using this make of plug in the 1929 Schneider contest, and enabling the Lodge Company to claim with due pride that their plugs were used exclusively for equipping the complete British Schneider Trophy team, and for the world's record speed attempts.

The type of plug used was Lodge X170, specially designed for the Rolls-Royce racing engines, but based upon the normal Lodge aircraft plugs, and made from exactly similar materials. Design, materials, and workmanship obviously left nothing to be desired, and Lodge plugs again faithfully fulfilled their part in winning the Schneider Trophy for England, and enabling man to travel at the highest speed he has ever attained.

The exclusive patents and processes which went to the making of the Lodge Schneider plugs are incorporated in the standard patterns of Lodge plugs for aircraft, motor-cars, and other uses, and those who have seen the Lodge Company's model factory at Rugby—incidentally the only factory in Europe devoted exclusively to the manufacture of sparking plugs—are well able to appreciate how it is that Lodge plugs do their work so well.

Important But Unseen.

It takes a trained engineer to estimate properly the load coming upon the various parts of an engine during such an event as the Schneider contest, but all who give the matter any thought can see that the stresses must be great and that the ability to withstand them successfully is conclusive evidence of sterling quality.

That this quality extends to the various components utilised is the reason the Hoffmann Manufacturing Company, Limited, of Chelmsford, feel pride in the outstanding success of September 13th. Hoffmann Ball and Roller Bearings, which are standard fittings on Rolls-Royce aero and car engines, have been used in all the winning British machines during the whole post-war course of the contest. They have always acquitted themselves well, but it is safe to say that never have they been tested so stringently as on this last occasion.

Continuous Improvement.

This is, of course, as it should be, because for every engineering product conditions become more severe, and these conditions can be met only by incorporating the fruit of accumulated experience so that there is, year by year, continuous improvement. This improvement may be obvious, as in the case of the winning plane and engine, or it may be only discernible to the trained eye, as, one is constrained to believe, is the case with Hoffmann Ball and Roller Bearings.

These bearings in their present high state of perfection, are the outcome of over 30 years' specialized experience, the experience of men whose whole energies have been concentrated on anti-friction bearings; it is therefore small wonder that they are held to-day in such high esteem. In addition, they are manufactured under most favourable conditions. The Hoffmann works have a floor area of 14 acres on the outskirts of Chelmsford, the shops being replete with the most modern machine tools.

Thoroughness.

A detailed description of them would not be of general interest, but since the accuracy of the bearings depends to a large extent on various grinding processes, it may be mentioned that the Hoffmann grinding department is believed to be the largest and best equipped in Great Britain, and it is visited by engineers from all parts of the country. But Hoffmann thoroughness in manufacture goes further back than, and persists beyond, the actual fabrication of the bearings. A fully equipped metallurgical laboratory is kept constantly employed in testing all material and supplies as they enter the works, and the recorded history of every bearing starts with the laboratory report.

Incessant Watchfulness.

During manufacture, gauging and viewing are incessant, and after completion tests are impos-

ed to ensure that the finished article is a worthy Hoffmann product. It should be mentioned that a Hoffmann Bearing is a British product in the fullest sense of the word. There are articles called British which are made of foreign material; others are made under foreign direction or by means of foreign capital, but Hoffmann Bearings are not in these categories. They are of British material, made by British workmen under British control, and financed by British capital—in short, they are British throughout.

Everywhere.

Limited in origin, they are universal in destination, engineers in every country knowing them, appreciating them, and using them. They find application on every class of prime mover, from the highly efficient engine which is today the centre of interest ranging down through car engines to the heaviest stationary industrial unit; on machinery from the most delicate to the most gigantic. Heavy or light loads, high or low speeds, rigid or pliant construction—all conditions can be entered for, all limitations met by Hoffmann Bearings used in the light of Hoffmann experience.

Only thus can be explained the fact that the whole history of the Hoffmann concern has been one of continual growth, and that responsible designers specify Hoffmann Bearings wherever the need for reliability is paramount.

Superlative British Steels.

By no means the least of the many romances which lie behind the triumphal and record-breaking performances of the Rolls Royce engine is that connected with the manufacture of the superlative British steels used throughout. Working in close co-operation with the Rolls Royce engineers and designers, and using the full technical resources of the world-famous Firth-Brown research laboratories in Sheffield, Messrs. Thomas Firth and John Brown, Ltd., attacked the problem of producing special alloy steel to meet the almost unheard-of stresses imposed by the radical and advanced design of the Rolls Royce R engine.

Scrupulous Accuracy.

Even in the early stages of development of these special steels normal and generally regarded high standards of testing had to be keyed up to still more rigid and more scrupulous accuracy.

Every process, from the melting of the steels to their final forgings into such parts as gear blanks and connecting rod blanks, was supervised not only by the most expert men in the works, but also by the staff of the research laboratories, equipped with the most modern scientific instruments for recording exact forging temperatures and other details essential to success in meeting such drastic specifications. Absolutely nothing was left to chance. For instance, after most careful machining in the Rolls Royce machine shops, the auxiliary connecting rods were finished to weigh two and three-quarter pounds each—an amazingly low figure and high tribute to Firth steels, when it is remembered that each connecting rod transmitted something like 200 horse-power. Messrs. Thomas Firth and John Brown have been, since the foundation of the Rolls Royce Company, responsible for the high-grade alloy steels used in the engines, gear-boxes, and back axles of their motorcars, and also in their aero engines.

Two Great Records.

In the famous R engine which holds the world records on water and air they supplied the special alloy steel for the reduction gears, connecting rods, camshafts, gudgeon pins, and all the bar material.

In addition, as the outcome of their original researches into the problem of producing steels which retain immense strength at white heat, with the additional feature of non-sealing properties, the valves of the R engine were made from their very latest development, in what are termed heat-resisting steels, namely, "Firth H.R. Crown Max Steel."

The amazing speeds recorded by the super-marine Rolls Royce S.E.B. machine are an adequate proof to the world that British alloy steels still maintain their reputation for excellence and reliability, and that Sheffield still leads the world in producing fine steels.

The Watford Magneto.

The Watford magnetos used on the special Rolls Royce engine with which Flight Lieutenant G. H. Stainforth attained the world's record speed on September 29 were manufactured by North and Sons, Ltd., of Whippendole-road, Watford, and 14, Soho-square, London, W. 1. This firm was established in Soho in 1837 as manufacturers of high-class complicated watches, and from the earliest days the business has been a progressive one, the modern chronograph being invented by one of the earlier partners.

The manufacture of accessories for motor-cars was commenced at Watford in 1894, and some years later the manufacture of magnetos and engine revolution

indicators for aircraft engines was begun, and these are both extensively used for military and civil aviation.

The magnetos used on the record-breaking engine are of the pure inductor type, in which the armature is stationary, and only a light rotor with a spindle of high tensile steel is rotated; their development is the result of many years of research and experiment. The most suitable materials for the various parts have been selected as the result of tests at speed appreciably higher than those which could ever be demanded, so that even at the speeds of this engine there is a large factor of safety.

Historic Flights.

Watford magnetos have been used on Rolls Royce engines in which many historic flights have been accomplished; for example, an older type of Watford magneto was used on the engine with which Sir John Alcock and Sir Arthur Brown made the first flight across the Atlantic in 1919. They were used on the first flight to Australia, and during the present year have been used on the Rolls Royce engines of Miss England 11, which has established the world's speed record on water.

A special type of Watford magneto has been fitted as standard equipment on Rolls Royce engines since 1918.

FINE TESTING.

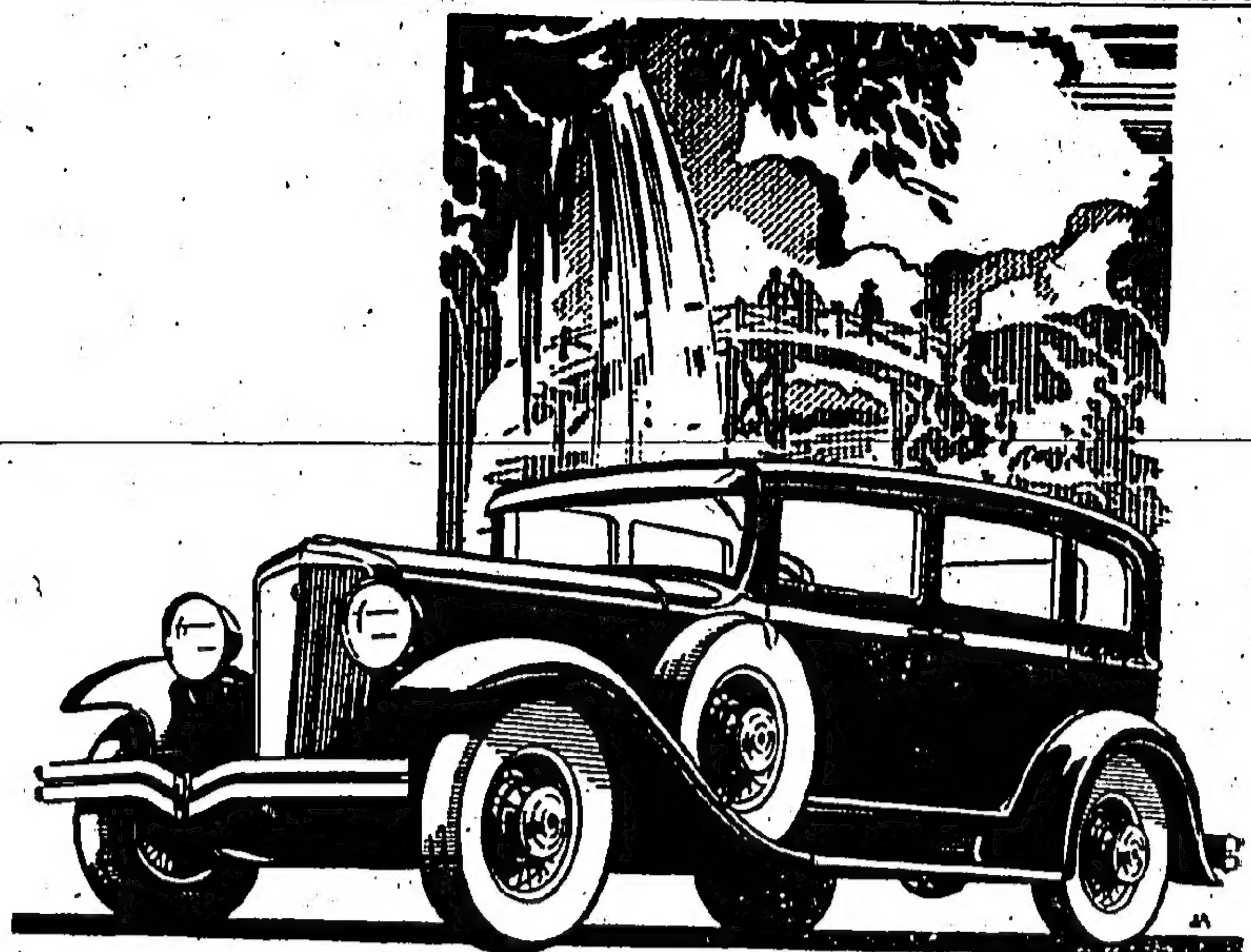
Acrobatic Motor Oil.

The man who trains fleas for the circus has a simple task when compared to the automotive worker who makes invisible particles in a drop of motor oil turn somersaults.

Of course, the particles become visible when the oil is placed under a chemical microscope, such as is used in the metallurgical department of the Cadillac Motor Car Company. But making them do their acrobatics is another matter. In fact, it calls for an expert whose touch is unbelievably delicate. It also calls for a device known as a micromanipulator.

The micromanipulator is a series of levers which may be attached to the chemical microscope. If operated with sufficient delicacy, it will activate the particles of oil into the desired motion. To acquire the proper touch, an operator frequently practices for years.

(Continued on Page 4.)



Economize with free wheeling

THE greatest automotive economy news in the history of the motor car was Studebaker's announcement of this powerful new Six plus Free Wheeling. Free Wheeling adds 15% to 20% savings in petrol and oil to the economy of this economy champion. Free Wheeling, too, brings new motoring luxury—quiet, smoothness, ease and comfort. Now you glide two miles in ten on momentum's wingpower. This Studebaker Six gives you Free Wheeling in its finest form—yet you may own this powerful new Studebaker for very little money. Come, as our guest, for a Free Wheeling ride—today.

All new series Studebakers have Free Wheeling with one gear change lever—engineered as an integral part of the chassis.

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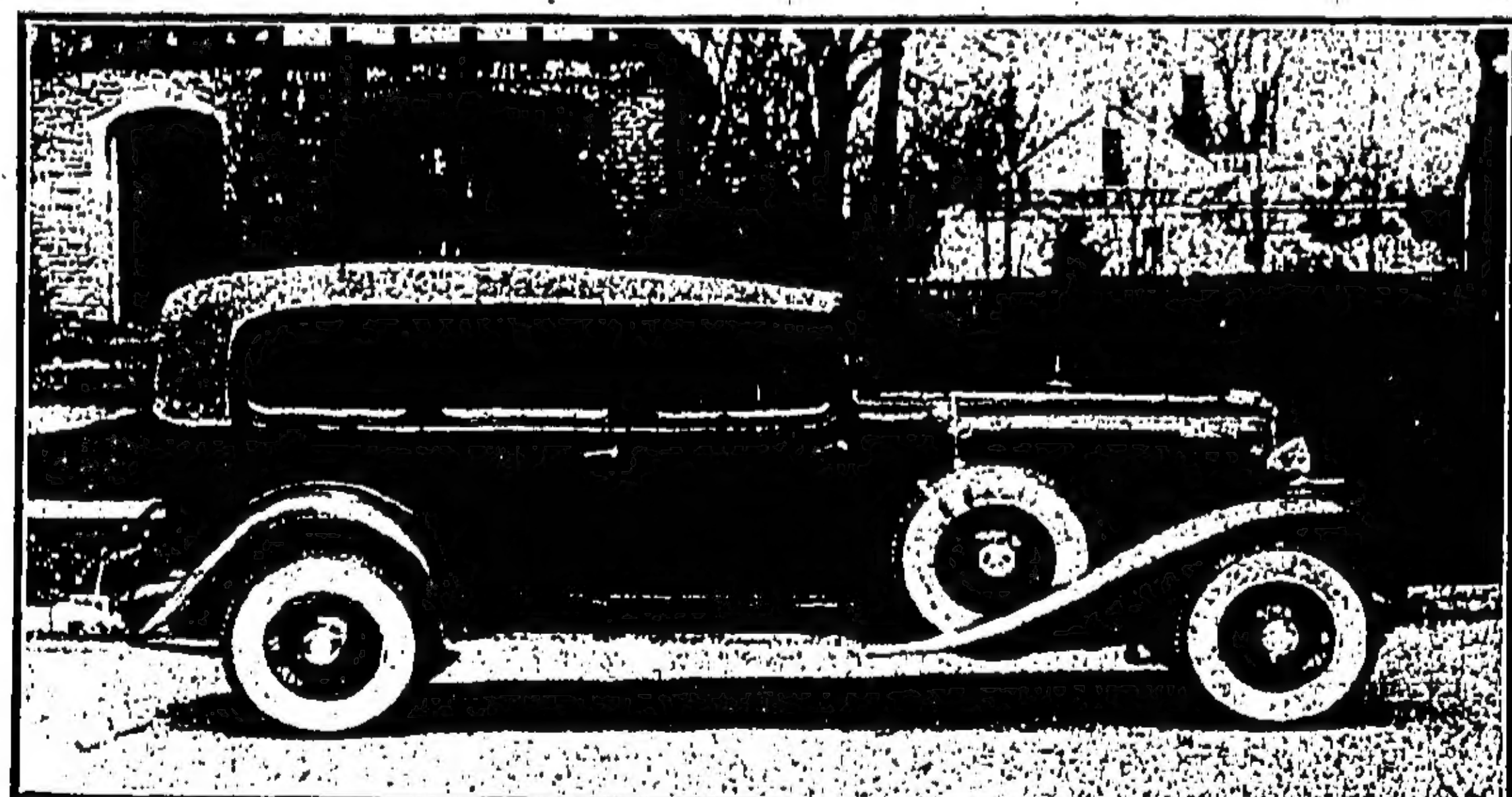
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MOTOR TRADE RECOVERY.

Reassuring Facts and Figures.

[By H. Thornton Rutter.]
The publication by the Ministry of Transport of ten months' registration figures of new motor vehicles in the United Kingdom is very opportune on the eve of the annual Motor Exhibition at Olympia; the document makes pleasant reading in these days of waiting in business circles.

Notwithstanding all the disadvantages of inclement weather during many months, 129,544 new cars were registered during the ten months of the motor year, ending July. This is only 4.4 per cent. down on the 1930 registrations for the same period. Further, the registration of goods carrying new motor vehicles for the same period was 44,596, as compared with 46,366 in 1930, a fall of only 1.5 per cent. on the total for the same ten months of last year.

New hackney motor carriages registered for the ten months were 7,745, compared with 8,653 in 1930, a reduction of 9.5 per cent. This loss in sales can be attributed to the bad summer, yet it is partly counter-balanced by the actual increase in vehicles sold exempt from the Road Tax, such as fire engines, &c. These increased from 2,424 new vehicles registered in the ten months of 1930 to 2,674 new motors of this class registered in this period of this year.

Northern Ireland also helped to lessen the loss of sales in the United Kingdom, as 2,605 new cars, 902 goods vehicles, and 101 hackney motors were registered for the first time during these ten months, as compared with 2,499 cars, 833 goods motors, and 121 hackney carriages in 1930, an increase in the total number of vehicles actually sold of 155.

Home Industry's Feet.
The British motor industry, therefore, sold for ten months ending July 188,931 vehicles of all types in the British Isles, excluding the Irish Free State.

The net imports of motors into the United Kingdom during that ten months were only 1,790 cars and chassis, and 1,143 commercial motors.

Presuming that all these were sold, and that they are included in the total sales of new vehicles registered and running on the road, this leaves the British makers with a sale of 185,143 motors in England, Scotland, Wales, and Northern Ireland, a remarkable recovery in business, experienced by few other trades in

England. Comparisons may be odious, but it is only by this means that a true appreciation of the successful endeavour of our British motor industry can be expressed.

For that reason, let us see how the American motor manufacturers have been treated by their customers. According to the figures recently published by the National Automobile Chamber of Commerce, U.S.A., the eight months' production of motors for this year is 27 per cent. under that of the 1930 corresponding period. The total given is 2,054,781, as against 2,819,146 automobiles. For five consecutive months, Belgium has occupied the first position as a market for American passenger cars, importing about 40 per cent. more vehicles than the Union of South Africa, their next best customer. Denmark showed an increase in the number of its purchases of U. S. cars.

With the present rates of exchange, Great Britain has an opportunity to compete successfully with its rivals in both these European markets.

Free-wheeling.

America seems to have adopted some means of giving free-wheeling in the cars which they propose offering to the public during 1932. Already it is a standard equipment on Auburn, Hupmobile, Lincoln, Pierce-Arrow, Plymouth, Peerless and Studebaker, and is optional for a small extra payment on the Chrysler Six, De Soto, Dodge, Ducesberg, De Vaux (the new American production), Essex, Graham, Hudson, Marmon, Nash, Willys-Overland, and Willys-Knight.

One of the last mentioned six-cylinder saloons will be exhibited by Willys-Overland Crossley, Ltd., at the forthcoming Olympia Motor Show, fitted with a selective free-wheel and selling complete with this addition at \$355.

In many of these American cars the free-wheel arrangement—an enlarged form of the bicycle crank-hub—is fitted behind the gear-box and operated by a short control lever placed directly behind the standard gear-changing lever. It is claimed for this arrangement that the driver can, thus throw the free-wheeling out of gear and so use the engine as a brake if so required.

LOCATING FAULTS.

Many Troubles Detected by Odour.

USEFUL HINTS.

Many a difficulty in the operation of an automobile can be detected by its odour. Outside of the familiar burning rubber or fabric odour, however, few drivers can locate the cause.

Burning rubber or fabric usually indicates too heavy use of the brakes on the car ahead rather than your own car. For a speeding automobile, even when braked down, leaves its own burning brakes odour behind.

However, the first stop will reveal this fault on your own car, and as soon as it is detected it should be corrected. It usually results from too frequent use of the brakes going down hill, or forgetfulness in releasing the hand brake at the start.

The remedy, of course, is simple. Instead of applying the brakes to keep the car from speeding headlong down a steep or long hill, rely on the braking power of the engine by shifting into second or first gear.

If the damage has been done, the car should not be moved until the brakes have cooled down and the burning odour is gone. Also, if the brake bands have burned to any extent they should be taken to a brake station at the first opportunity, for testing and relining if necessary.

The next most common odour is that of gasoline. This may come from a leak in the fuel system or continued overflowing of the vacuum tank, if there still is one in your car. The overflow in the

vacuum tank may be caused by a clogged air vent in the rear tank.

Burned gasoline odors may be traced to the exhaust side of the engine—in the connections between cylinder block and exhaust manifold or in the car heater. Raw gasoline odors may be discovered coming from a leaky carburetor, also.

These odors may be detected by their escape into the body of the car. However, if a strong wind is blowing across the car or from behind, they may not be noticed.

At the same time, however, the odour of burned gasoline may be noticed from the exhaust in back, a natural escape for any gasoline that hasn't completely done its work in the engine.

Another odour is that of burning oil. This might signify loose pistons, which permit gasoline to be "blown down" into the crankcase and dilute the lubricating oil.

An overfilled crankcase might declare itself in this way. Oil escaping to the brake drums or brake linings develops this odor, revealing that the axles need repacking or tightening.

Somewhat similar is the odour of frying grease, which betrays a leaking universal joint housing, the grease being splattered on the hot muffler or exhaust pipe.

Oil permitted to accumulate on the engine will also fry and send its nauseating odour into the body of the car. This can easily be prevented by keeping the engine clean. A cloth dipped in kerosene will do this effectively.

An overheated engine can be detected by the smell of steam or scorched metal, as well as hot lubricating oil, which has lodged on the outside of the engine.

Whatever the odour, however, it should be a danger signal to the driver, and the car should not be driven much further before the cause is found and corrected.

FINE TESTING.

(Continued from Page 5.)

Indication of the technique required is revealed in the fact that the touch of an average man on the micromanipulator would be comparable to the bite of a steam shovel into the earth, versus a garden trowel. The comparison may be further developed by saying that, just as a fly bends the gun barrel on which it lights (as scientists know), so does the slightest touch affect the micromanipulator.

Through studies of this kind, manufacturers learn what oil is best for their cars, what gasoline is most efficient, what greases assure the longest wear. In brief, they learn all there is to know about gaseous and liquid materials which cause an automobile to do well everything you want it to do.

HARD ON TYRES.

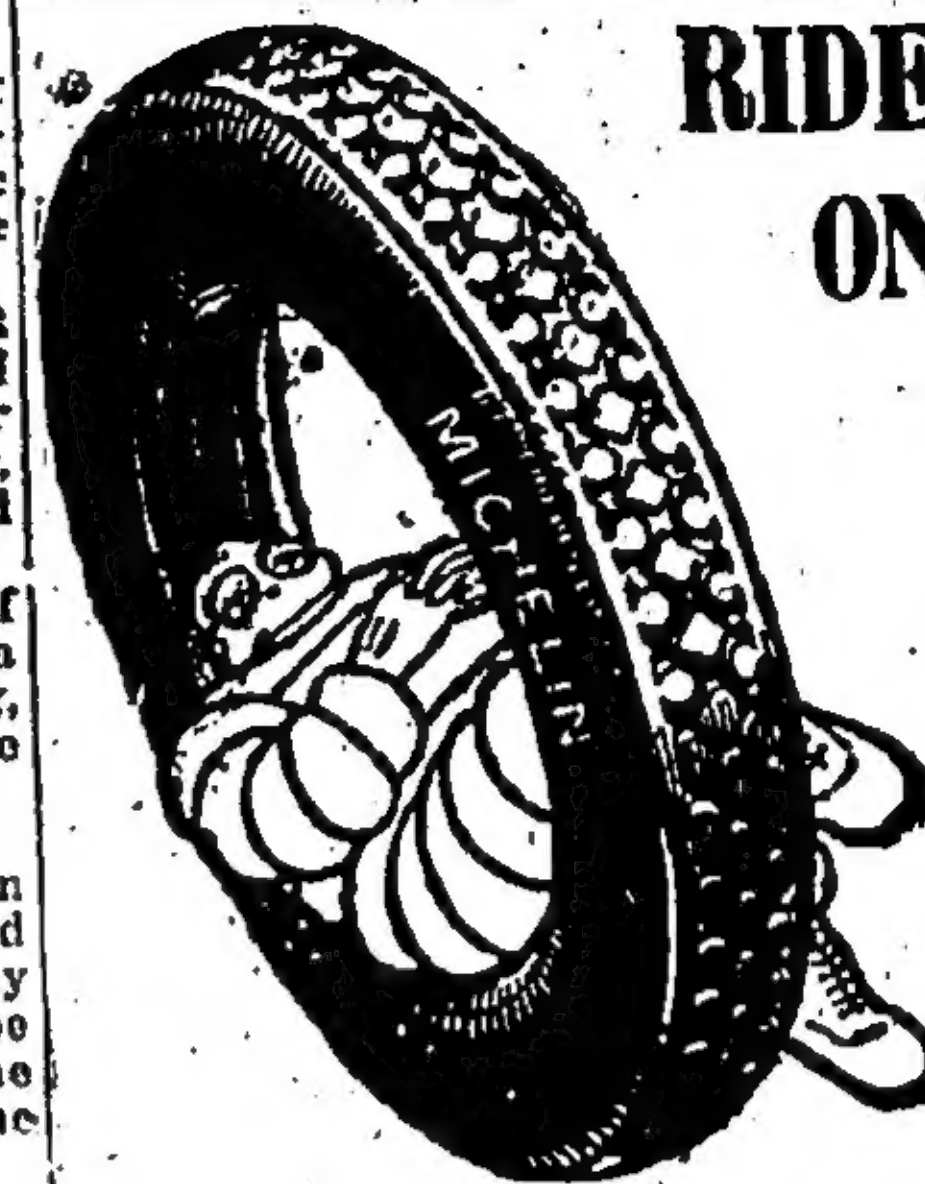
A rise of 10 degrees in temperature will often increase the tread wear of automobile tyres from 25 to 50 per cent.

RIDE CONTENTEDLY ON MICHELINS

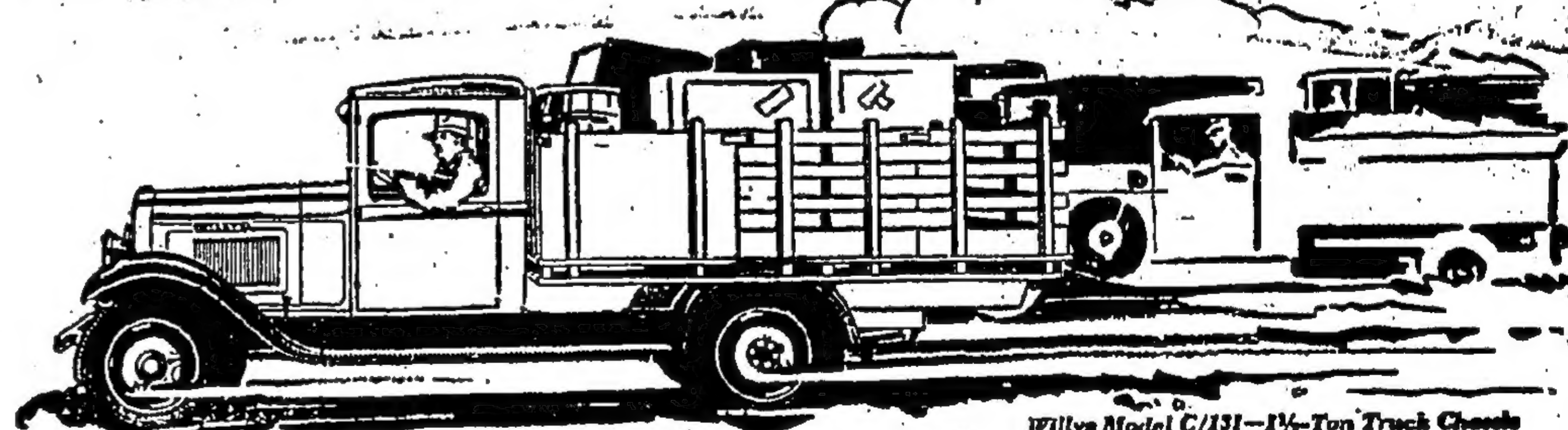
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LONG ECONOMICAL LIFE

TRADER HORN'S DOUBLE.

ONCE A HIGHER
MATHEMATICIAN.

DRAMA OF HIS LIFE.

Trader Horn is not dead. He lives again in the person of "Paper Jack," an astonishing philosopher whose strange figure has aroused the interest of people for miles around Waddon and West Croydon, Surrey.

I found, him writes a *Daily Mail* correspondent, an almost exact counterpart of the Trader, with flowing beard and hair to his shoulders, dozing peacefully on a strip of frosty waste land beside the railway lines at Waddon.

His only clothing was a suit of brown paper tied to his muscled frame with bits of string. His arms were Herculean in development and bronzed with health, and his eyes had the merry twinkle of youth.

"Sit down, my friend," he said, motioning me to a seat on the grass beside him, and his voice had the culture of an academician.

The Mad World. Then he saw that, even in a thick overcoat, I was shivering, and he smiled tolerantly. "My poor fellow," he said, "I had almost forgotten that you hail from the dear, mad world which believes that warmth comes from clothes and fires and that food comes from shops."

He laughed. "I'm 58," he went on, "or so I think, for I've rather lost track of time. I haven't slept in a bed or had a suit of clothes or an illness for ten years. I haven't been in a cinema for 25; I've never been in an aeroplane—and I don't envy anyone in the world. "I'm worn because my heart and lungs work as nature meant them to. I'm happy because I believe in God and not in gold, never get any letters or bills, never look at a clock and sleep—when I feel like it—under the stars or in a little wooden hut."

"Paper Jack" does not smoke or drink, and he exists on about 2d. worth of brown bread a day. He told me his story as we sat there on the grass.

Back to Nature.

The son of a once-prosperous London business man, who shared in erecting a famous building of 700 offices, he studied in higher mathematics, took his degree as a surveyor, and helped to map out a section of the Brighton railway. "But I was crippled in my youth by rheumatic fever," he told me, "and would still be the same way if I had not got away from the doctor. One side of my body was almost helpless."

"Suddenly I decided to get back to nature. For nearly three years I almost starved, wandering around the country and sleeping in the wet. But gradually my body, softened by coddling in youth, became strong to fight. "I went about barefoot and once I got a terribly poisoned leg through treading on a rusty nail. They wanted me to go to hospital—to have the leg off—but I refused. I just left it alone and it got better. "Nature will put anything right if you let it. I've found that out in ten years of homelessness. "Paper Jack" gripped my hand and I left him—dizzily again, his brown arms crossed on his chest.

GEN. HONJO REQUESTS A FREE HAND.

(Continued from Page 1.)

follow on Sunday. "In a reply to Wednesday's telegram from M. Briand, the President of the Council, urging upon the Chinese and Japanese Governments the importance of restraint, the Chinese Government has asked for a Neutral Commission to examine the Nani Bridge affair.

The Japanese Foreign Minister, Baron Shidehara, in a telegram to M. Briand, states that the Japanese troops near Nani Bridge have been instructed to avoid hostilities so long as the Chinese forces abstain from attack, they note emphatically the willingness of Japanese to give the widest possible facilities to observers appointed by numbers of the League to investigate the Manchurian situation. — *British Wireless.*

Tientsin Chaos.

Tientsin, Nov. 13. Intermittent firing of rifles were heard this morning and afternoon. It is believed that some skirmishes between the Chinese Government troops and the rioters occurred on the southern side of the Chinese city. Chinese sources state that the rioters made desperate assaults but were repulsed. Over 3,000 wealthy residents have left for Peking in view of the disturbances. Peking messages state that the hotels are crowded with these refugees.

In an official communique to Nanking the Military Governor of Chihli Province, General Wang Shu-chang, states that 400 rioters have been killed or executed while 800 are being detained pending trial. — *Reuters.*

HOME SECRETARY GOES CANVASSING.



Sir Herbert Samuel, Home Secretary in the New National Government, is here shown canvassing at a cottage in the Darwin Division, where he was opposed by a Unionist and Labour candidates. (Times copyright.)

CINEMA SCREENINGS.

NOTES SUPPLIED BY THE
THEATRES.

"Any part in a picture with Norma Shearer is a good part to play!" Robert Montgomery squinted into the electric-lamped mirror as he dressed in the dark make-up on his youthful countenance in his dressing room at the Metro-Goldwyn-Mayer studio.

"As soon as I played with Miss Shearer in 'Their Own Desire' good critical notices and fan mail began pouring in from everywhere, he continued. Her pictures are constantly good and naturally draw more attention and comment than many others."

"Had I been a star myself I could not have attracted as much notice as I did in the supporting role I played with her. Of course, it was in the beginning of my screen career, and it was the 'juiciest' role I had played. With Miss Shearer you always have perfect self-confidence. She never leaves you standing in the middle of a scene wondering what to do next."

"The next time I played with her I was not leading man but instead played a sort of polite heavy, if there was such a thing. It was in 'The Divorcee' and that part brought me outstanding recognition. With another feminine star the part perhaps would not have panned out so well as usually other roles are subordinated to the starring part, naturally."

"Miss Shearer, however, will not have it so in her pictures. She wants the roles surrounding her to have the character described in the story, believing they aid her characterization by way of convincing contrast. "There is an utter unselfishness to Miss Shearer in her work that stands out above all else. She is a sincere performer and gives all the energy she has to her characterizations. It is this earnestness that makes playing her her so much pleasure. "In this picture, 'Strangers May Kiss,' I play a part similar to that I did in 'The Divorcee.' The stories are by the same author, Ursula Parrott."

"Heads Up." Margaret Breen, Charles Rogers' leading woman in "Heads Up," which is now showing at the King's Theatre, never knew what stage-fright felt like, although she had played in a number of Broadway shows, until she took the first screen test preliminary to her assignment to "Heads Up." "Born and raised, you might say, on the stage, Miss Breen declared, "I never knew what stage-fright was until I came in front of the camera. Realizing that every mismove I made would mock me when I looked at the developed film, and that every sour or uncertain note I sang would lessen my chances of entering the talking pictures, I tried hard to be perfect. "But my fears died the minute I began to sing. One of the first lessons I had to perfect when I studied music was to control the muscles of my body. This exercise strengthened the voice and at the same time gives one physical and mental poise. "Miss Breen has had important roles in 'The Duchess of Chicago,' 'Peggy Ann,' and last season, while under contract to Schrank and Mandel, the titan-killed mezzo-soprano scored as the ingenue in "Good News."

In addition to Rogers and Miss Breen the cast of "Heads Up" includes Victor Moore, last seen as one of the comedians in "Dangerous Nan McGrew," and Helen Kane, the burlesque singer of boop-boop-a-dee in the same picture.

"Heads Up" is a story about a young hero of the U. S. Coast Guard, Rogers as the hero is assigned to duty, shortly after graduation from the Coast Guard academy, on the private yacht of Miss Breen's mother. The Captain of the yacht is suspected of dealings with rum-runners but is so crafty that officials of the government have been unable to get the goods on him. Swift action, glamorous romance and galas of comedy follow in the wake of Rogers' impetuous course toward youthful success.

"Girls Demand Excitement." The long arm of coincidence reached down and enveloped three youthful players in prominent roles in the Fox Movielone production, "Girls Demand Excitement," directed by Seymour Felix and featuring John Wayne, Virginia Cherrill and Marguerite Churchill which comes to the King's Theatre next Sunday. The three players were John Wayne, Eddie Nugent and Carter Gibson. Wayne is the former University of Southern California football player who was working as a prop boy on the Fox lot when Raoul Walsh selected him to play the important lead in "The Big Trail."

FANLING STEEPLECHASES.

SOME PONIES WORTH
REMEMBERING.

(By "Ringtail.")

With every likelihood of the fields averaging much larger than at previous meetings, the racing at Kwantli racecourse to-morrow should be attractive and interesting, particularly as the new turfing is in a wonderful condition.

Mike, a recent winner on the flat at Happy Valley, will be saddled for the Sheungshui Handicap, a hurdle race for China ponies, over a mile and a quarter distance, and from what I have heard, he will be a hard one to beat.

Among the runners for the Talpo Stakes, Marquis Hall and San Francisco should be prominent. Rossini will not be saddled for this event and perhaps Tom and White Heather will also be absent.

Pegasus or Fritz should both be ridden in the Sun Kum Shan Plate.

1st Race.	
Mike.	Peyalili.
2nd Race.	
Muscol.	Noukhail.
Glorious Stag.	
3rd Race.	
San Francisco.	Marquis Hall.
The Partridge.	
4th Race.	
Nidd.	Reo Leaves.
Peter Gurney.	
5th Race.	
Brunswick Hall.	Monollan Stag.
Blue Boy.	
6th Race.	
Fritz.	Pegasus.
The Bustard.	
7th Race.	
Movannaher.	Choctaw II.
Celerity.	

ginal Cherrill and Marguerite Churchill which comes to the King's Theatre next Sunday. The three players were John Wayne, Eddie Nugent and Carter Gibson. Wayne is the former University of Southern California football player who was working as a prop boy on the Fox lot when Raoul Walsh selected him to play the important lead in "The Big Trail."

Nugent was a former property boy at the Metro-Goldwyn-Mayer studios when discovered as a potential actor by a director and given a role which eventually led to a long term contract with that organization. Gibson is a youth who has worked at the Fox studios in various positions including script boy and later property boy.

In between pictures Gibson allied in by doing extra work and played as an extra in the early scenes of "Girls Demand Excitement." Director Felix sensed possibilities in the youth and gave him an opportunity to play the role of a bushy-freshman of the yokel order. Gibson more than made good and his future is now assured. Prominent in the supporting-cast are George Irving, Helen Jerome Eddy, William Janney, Eddie Nugent, Torrence Ray, Marion Byron and Addie McPhail.

POLICE CLUB.

NEW PARKING PLACE
BEING PREPARED.

In a week or so, members of the Police Recreation Club will have a new car-park outside their clubhouse in Happy Valley.

People passing the Police Club will have noticed that workmen have been busy the last few days clearing the garden on the western side of the clubhouse. This garden, which was enclosed by shrubbery, was a familiar sight for some years.

The removal of this garden leaves a triangular piece of vacant ground, which provides an excellent site for a car-park, of which the members of the Police Club have been in sore need for some time. When completed, it will have space for seven or eight cars.

IDEAL SEASON-TICKET HOLDER.

(Continued from Page 6.)

essential, my dear, to the poor darling's blood-pressure. "In the case of Film Stars' pets, the position is doubtful. The attitude of the railway companies towards chimpanzees, yaks, and lizards (lounge and assorted) has yet to be specified. And it is still undecided whether snake-charmers will have to put their stage-partners on the rack.

Fox Trot-Good Night Poor. Harward. March-Down the Field. Fox Trot-The Triple Cheer. March-The Prince of Cannon. Song March. 22545. Waltz-One More Waltz. Waltz-Until We Meet Again. Sweetheart. 22521. 10.30 p.m. (approx.). Rugby mid-day press news. 11.30 p.m. Close down. All the Records in the above European programmes are kindly supplied by Messrs. Anderson Music Co.

SUNDAY'S PROGRAMME. 10.00-11.00 p.m. Relay of St. Joseph's Church Morning Service. Sermon, "Nature of the Sacraments" by the Rev. Father J. J. S.J. 11.00-12.00 p.m. Relay of St. Paul's Church Morning Service. 12.00-2.00 p.m. Chinese recorded programme. 1.00 p.m. Local time and weather report. 2.00 p.m. Close down. 8.00-10.00 p.m. European programme of Columbia records kindly supplied by Messrs. Anderson Music Co. 8.00 p.m. Local time and weather report. 8.05-9.05 p.m. Orchestral-A Thousand And One Nights (Johann Strauss). Felix Weingartner conducting the British Symphony Orch. LX133. Organ Solo-The Merchant of Venice (F. Rosse). Quentin Maclean. 9585-0. Piano Solo-Hungarian Rhapsody No. 12 (Liszt). William Murdoch. 9282. Orchestral-Bravura Overture (Holbrook). Symphony Orchestra Conducted by Claude Powell. LX76. Organ Solo-Toccata in F (From Symphony No. 5) (Widor). Quentin Maclean. DX06. Organ Solo-The Valkyries-The Ride of the Valkyries (Wagner). Piano Solos-a Waltz in A Flat (Brahms) b. Spring Song (Mendelssohn). William Murdoch. 9274. 9.08-10 p.m. "In A Persian Garden Suite" (Lisa Lehmann) from the "Rubaiyat of Omar Khayyam." 9583-5002. "Song by Dora Labette (Soprano). Muriel Brunskill. (Contralto) Hubert Eldoll. (Tenor) and Harold Williams (Baritone). 10.00 p.m. Close down.

RADIO BROADCAST

PROGRAMMES FOR TO-DAY
AND TO-MORROW.

The radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres to-day is:

10.25-10.45 a.m. A Running Commentary on the opening stages of the Interport Cricket Match from the Hongkong Cricket Club Ground. By kind permission of the Hongkong Cricket Club.

10.45 a.m. (approx.). Close down. 11.00 a.m. Stock quotations. 11.30 a.m. Chinese recorded programme.

12.30 p.m. European programme of Victor and H. M. V. Records. 1.00 p.m. Local time and weather report. 1.30 p.m. Rugby press news, mail notice, etc. 2.00 p.m. Close down. 4.00-7.00 p.m. Chinese programme. 7.00-11.30 p.m. European programme.

7.00 p.m. Mail notice, etc. 7.05-11.30 p.m. Programme of Victor and H. M. V. Records. 7.03-7.52 p.m. Symphony No. 4 in E Minor (Brahms Op. 98).

London Symphony Orchestra conducted by Herman Abendroth. M-31. 1st Movement-Allegro non troppo. 2nd Movement-Andante moderato. 3rd Movement-Allegro giocoso. 4th Movement-Allegro energico e passionato. 8.00 p.m. (Local time and weather report).

7.52-8.33 p.m. Variety. Vocal Duet-Your Eyes. Vocal Duet-My Song of Love. Winnie Melville and Derek Oldham. 83854.

Song-Lucky Me-Lovable You. Song-Happy Days Are Here Again. Johnny Marvin (Comedian). 22180. Piano Solo-Body and Soul. Piano Solo-Moonbeam Dance. Carroll Gibbons. 83347.

Cornet Solo-For You Alone. Serget. George Morgan. 83826. Humorous Song-Fonso (My Hot Spanish Knight). Humorous Song-I Just Can't Figure It Out At All. Gracie Fields. 83668.

Duet for Two Pianos-Ragmuffin. Duet for Two Pianos-Dance of the Paper Doll. Victor Arden-Phil Ohman. 21029. 8.33-9.13 p.m. A Selection of Victor Herbert's Music. C-1.

Played by the Victor Light Opera Co. and Concert Orchestra. A1 Sweet Mystery of Life-Selections from "Naughty Marietta"-Kiss Me Again-Selections from "The Fortune Teller". Selections from "Sweethearts". Selections from "The Red Mill"-Air du Ballet and Al Fresco-Badinage. Selections from "Babes in Toyland". March of the Toys. 9.13-9.30 p.m. Organ Solos. After I've Called You Sweetheart. Just A Memory. Jesse Crawford. 21053. Jeannine I Dream of Lilac Time. Kint for A Day. Jesse Crawford. 21681.

9.30-11.30 p.m. Dance programme. Fox Trot-Into My Heart. 22420. Fox Trot-Dark Night. 22420. Fox Trot-You and Mine. 22502. Fox Trot-On a Little Balcony in Spain. 22502. Fox Trot-And Then Your Lips Met Mine. 22502. Fox Trot-You're Simply Delish. 22502. Waltz-Moonlight on the Colorado. 22520. Fox Trot-Don't Tell Her. 22520. Fox Trot-My Ideal. 22544. Fox Trot-It's a Great Life. 22544. Fox Trot-I'm Thru with Love. 22577. Fox Trot-You Don't Know What You're Doing. 22577. Fox Trot-Good-night Dreams. 22505. Fox Trot-Tear-drops and Kisses. 22505. Fox Trot-Sing Song Girl. 22548. Fox Trot-The Yodel is Life. 22412. Fox Trot-Reminiscing. 22412. Fox Trot-Dancing to Save Your Soul. 22384. Fox Trot-All I Want is Just One. 22384. Fox Trot-A Peach of a Pair. 22540. Fox Trot-Maybe It's Love. 22540. Waltz-Always. Medley. 19955. Fox Trot-Out of Nowhere. Fox Trot-You're My Heart Alone. 22668. Fox Trot-The Voodoo. Fox Trot-African Lament. 22667. Fox Trot-Sweepin' the Clouds Away. Fox Trot-Any Time's the Time to Fall in Love. 22346. Waltz-Together. Fox Trot-Dearest, On a Night Like This. 21213. Fox Trot-Three Little Words. Fox Trot-Ring Dem Bells. 22528. Fox Trot-A Big Bonus for You. Fox Trot-I'm Learning a Lot From You. 22516. (Continued on Previous Column.)



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SERVICES INTERPORT.

MATCHES WITH A TEAM FROM CANTON.

To-day there will be a football
match between a Hongkong Chinese
selected team and a Canton Services
team, which is visiting Hongkong for
the first time, and comprises Can-
tonese naval men, police, and mem-
bers of the air force.

The match will take place at
Caroline Hill, on the S. C. A. A.
ground, at 4 p.m.

To-morrow there will be a match
between the Canton Services team
and a Hongkong Services eleven.
This match will also take place at
Caroline Hill, at 4 p.m.

Teams.
The Hongkong Chinese selected
team will line up as follows:
Chan Shek-piu (C. A. A.), Leung
Yuk-long (C. A. A.), Leung Yin-chun
(S. C. A. A.), Leung Wing-chiu (S.
C. A. A.), Lam Yuk-ying (C. A. A.),
Tong Kwan (S. C. A. A.), Chan
Kwong-lu (C.A.A.), Suen Kam-shun
(C. A. A.), Lee Wai-tong (S. C. A.
A.), Chu Kwok-lun (S. C. A. A.),
Cheng Shu-hong (S. C. A. A.).

BRIGHT CRICKET.

FINE SCORE BY S. AFRICANS AGAINST N.S.W.

Sydney, Nov. 13.
The South Africans to-day scored
384 for 7 wickets against New South
Wales, Taylor contributing 116 not
out. Cameron compiled 74 and
Dalton 87.

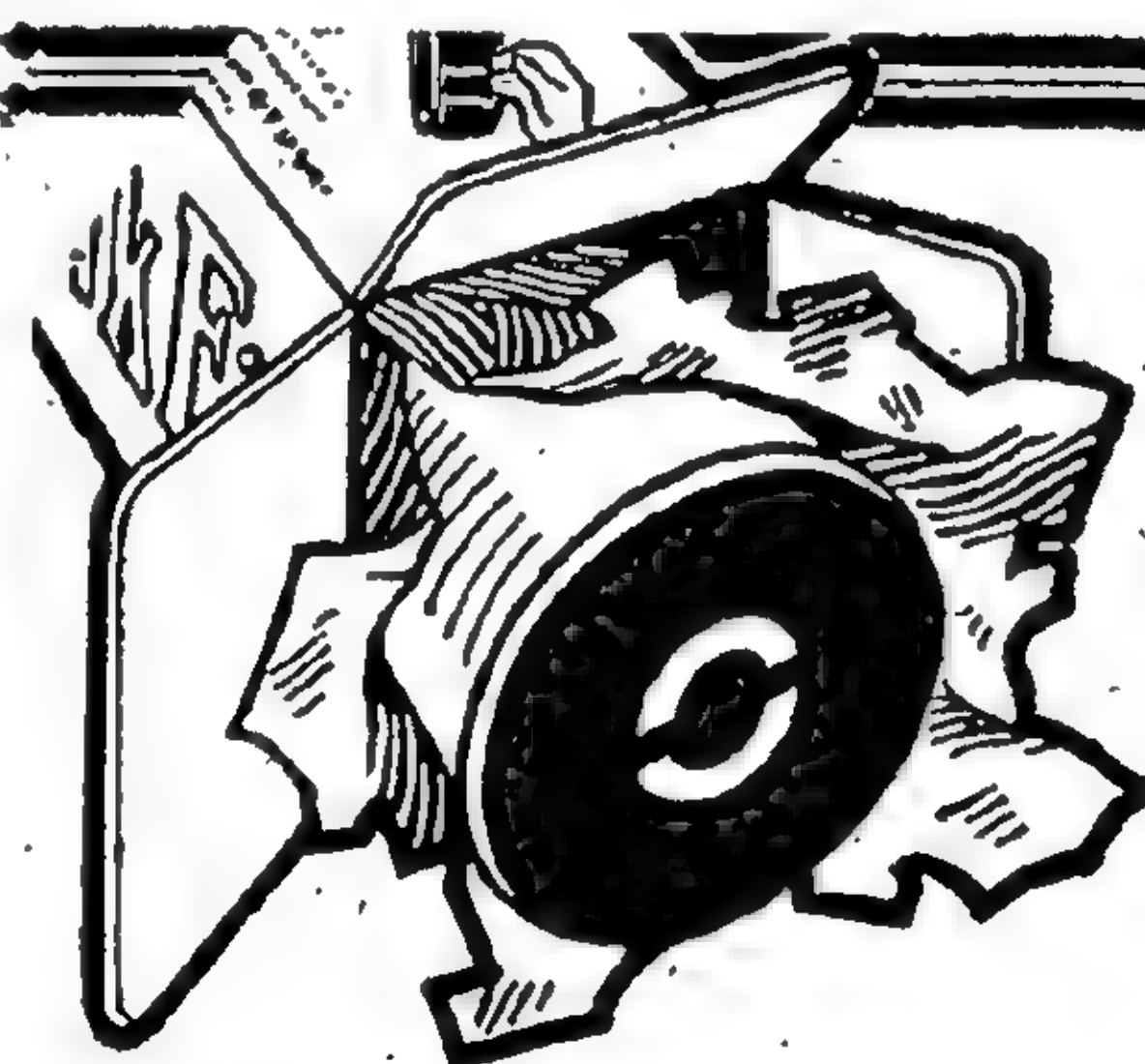
Taylor and Dalton established a
South African fifth wicket record
against an Australian State, their
170 runs beating the 166 made by
Zulch and Nourse against Tasmania
in 1911.—*Reuter.*

The Hongkong Services eleven will
be:

Hastie (A. & S. H.), Blackburn (A.
& S. H.), Morrison (S.W.B.), Morgan
(S.W.B.), Eymon (S.W.B.), Melville
(A. & S. H.), Harris (S.W.B.), Jones
(S.W.B.), Hughes (A. & S. H.), Davis
(S.W.B.), Lamont (A. & S. H.).
The Canton Services team is as
follows:
Chu Hang (Navy), Li Tin-wang
(Police), Lai Yuk-tai (Navy), Lau
Hing-choi (Police), Wong Sui-wah
(Navy), Fu Kar-hing (Air Force),

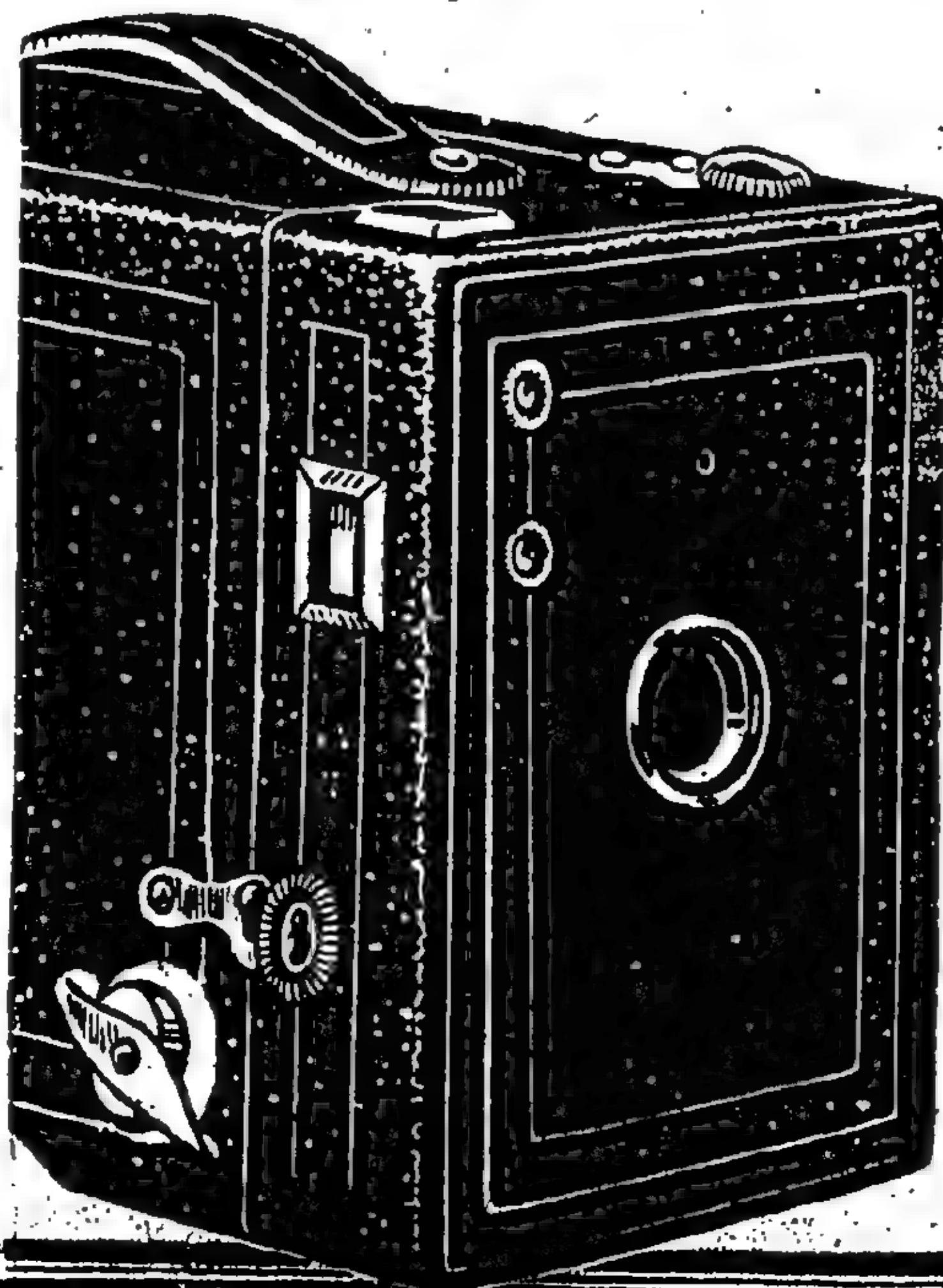


Above is a group of sorority girls, who are appearing in the Fox Movietone picture "Girls Demand Excitement," which opens a run at the King's Theatre to-morrow. Among them are Marion Byron, Carter Gibson and Virginia Cherrill.



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ALLEGED FRAUDS ON WOMEN.

STRANGE STORY TOLD IN COURT.

London, Oct. 14.

The alleged victimisation of two women was told at the Old Bailey yesterday when Roy Champenowne Jefferies, aged 26, pleaded not guilty to charges of obtaining £1,165 by false pretences from Mrs. Jessie Goule and stealing £300 from Mrs. Eleanor Sophia Webber.

Sir Percival Clarke (prosecuting) said that Mrs. Goule, who was over 60, met Jefferies at an hotel in Kensington and sympathised with him because he appeared to have poor health.

He told her that he owned Dartington Hall, near Totnes, Devonshire, said Sir Percival, and that he had come to London for six months' health treatment under Sir John Bland-Sutton. It was also alleged that he told Mrs. Goule that an aunt of his was Lady Peel, one of the richest women in Europe; another aunt was the Duchess of Norfolk and his uncle was the Bishop of Madagascar, and that he was friendly with Lady Maud Trefusis.

Jefferies, it was alleged, induced Mrs. Goule to part with her money on the pretence of investing it on her behalf in certain shares.

Hotel Bills.

When arrested, he said, a number of bills from a fashionable hotel in Sussex were found in an attache case, showing that he paid £29 or £30 a week for accommodation for himself, chauffeur, secretary, nurses, and dog. Mrs. Goule was ruined.

Regarding the second charge, Sir Percival Clarke said that Mrs. Webber kept a private hotel at Baywater, and Jefferies took a suite of rooms there at £14 14s. a week.

It was alleged that he told her that his uncle was Sir George Jefferies, that Lady Cholmondeley was his cousin, and that he owned the village of Dartington. He persuaded her to sell certain shares for £300, and he took the money and apparently placed it in a tin box which was said to contain his mother's rubies.

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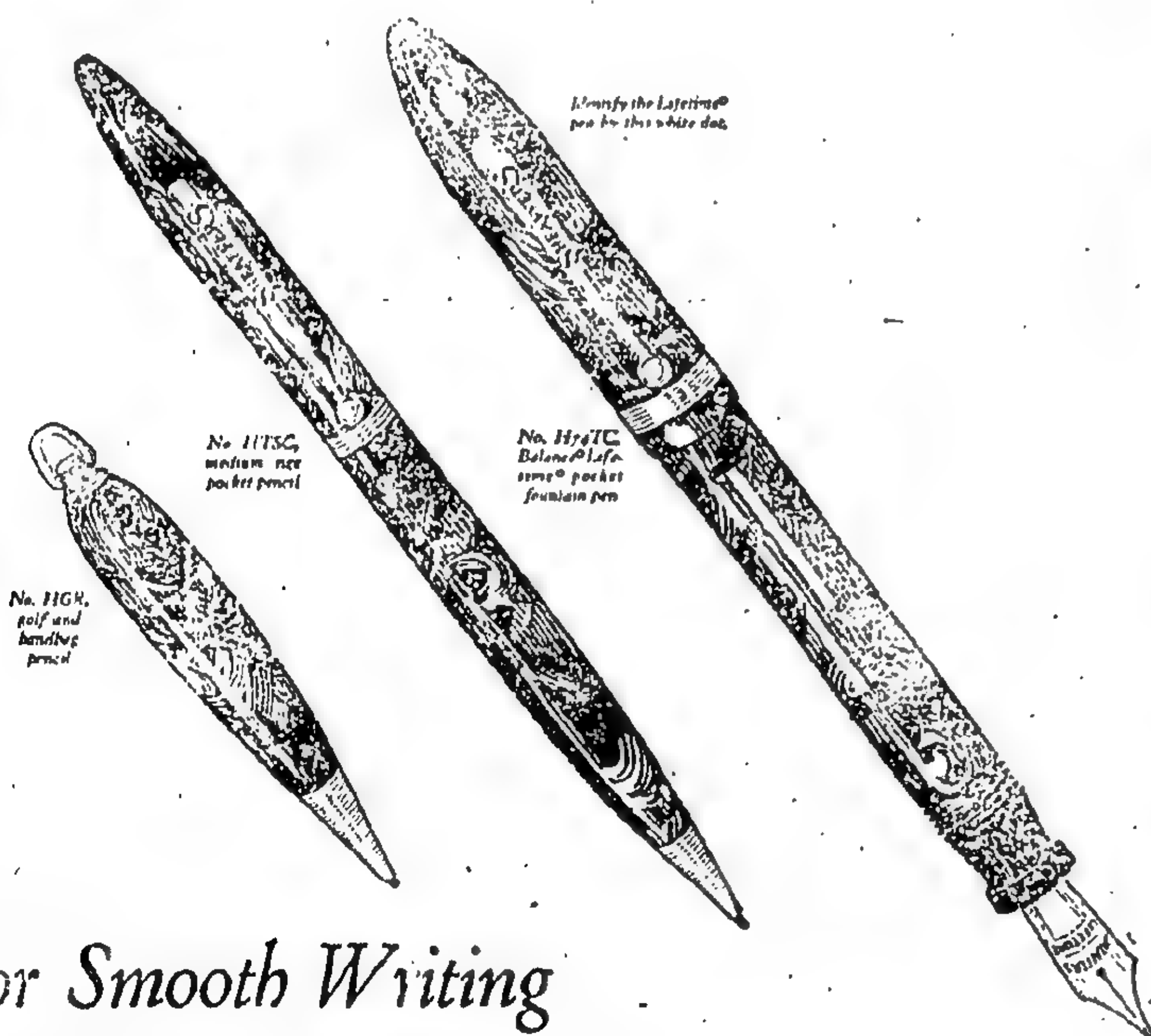
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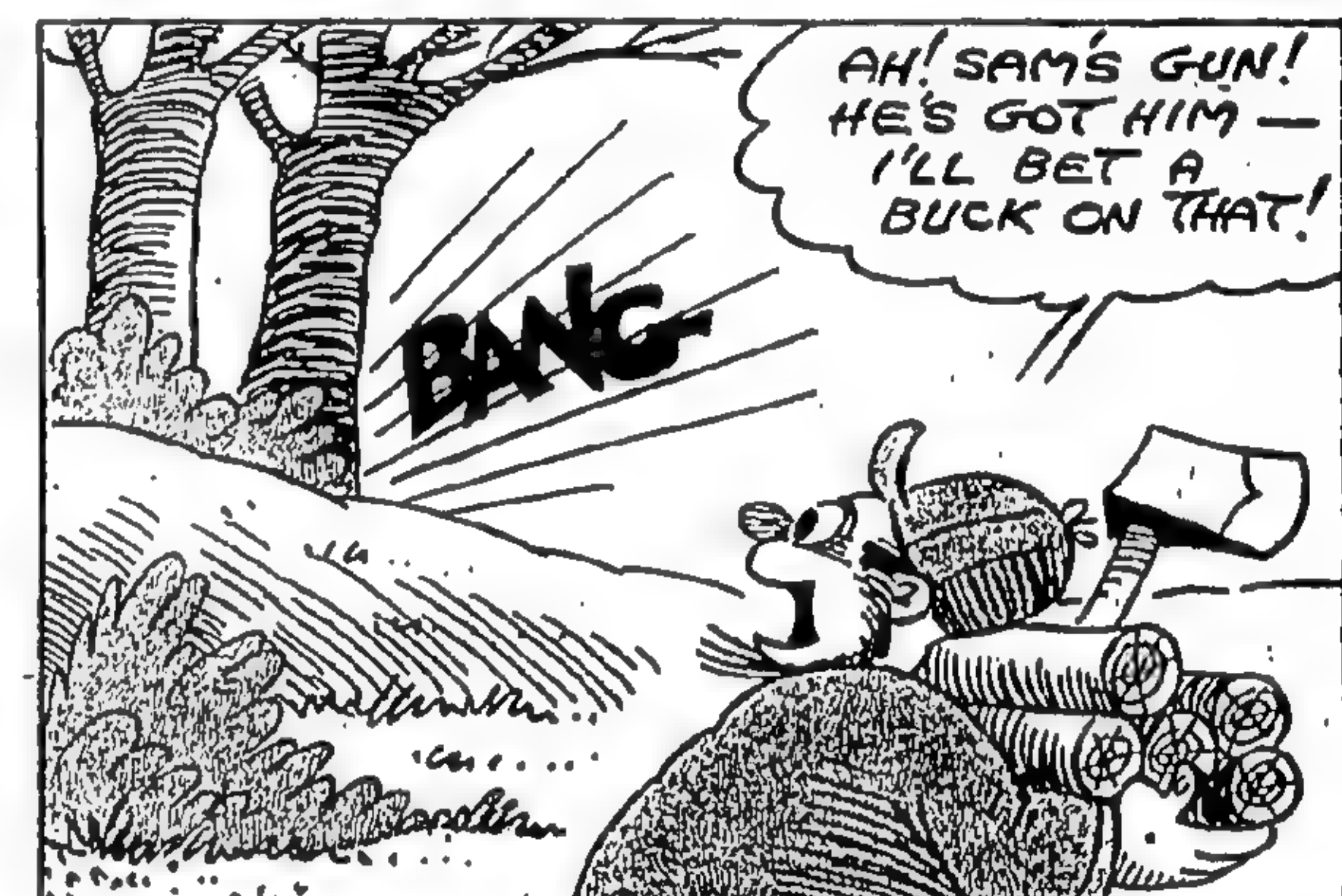
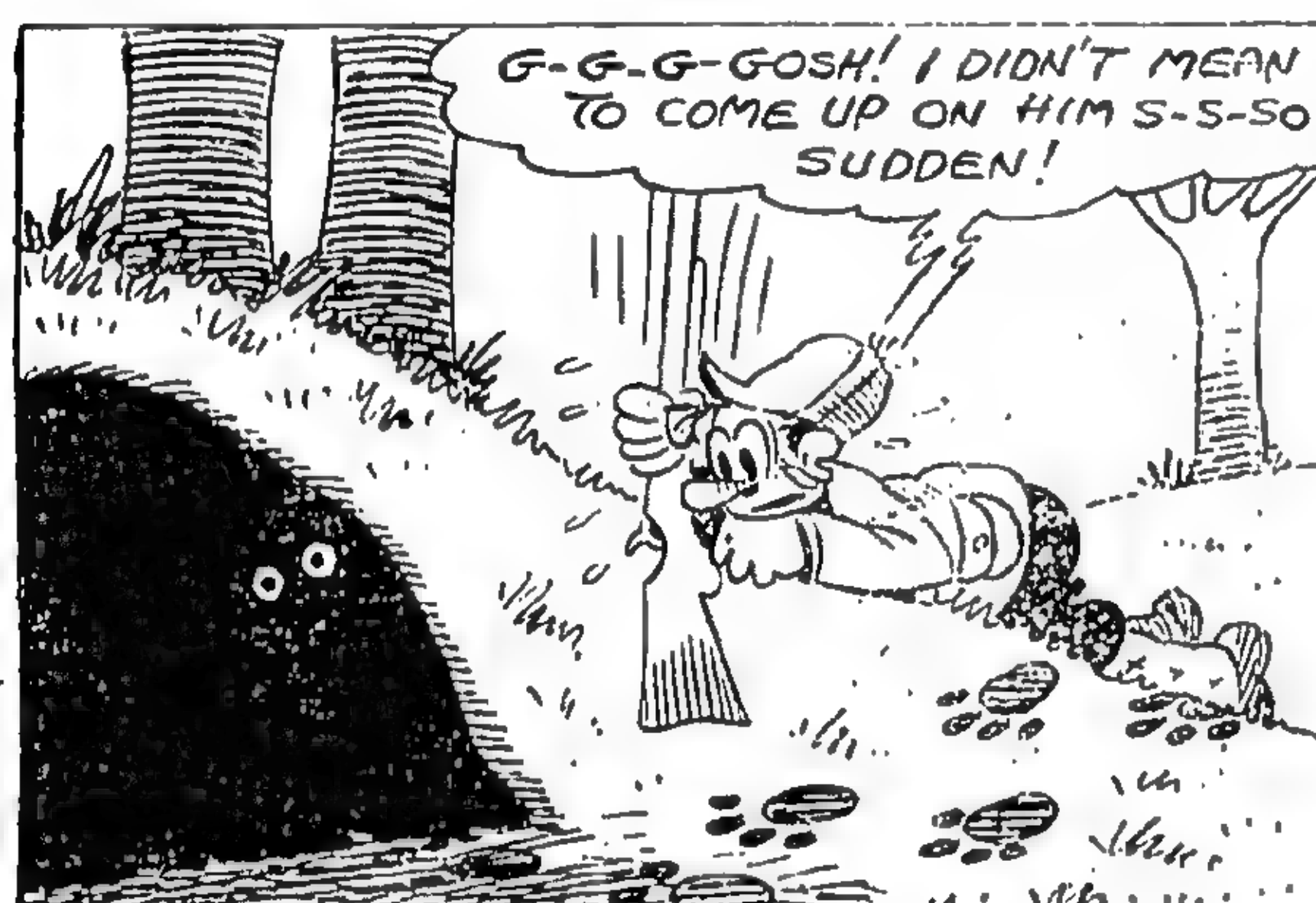
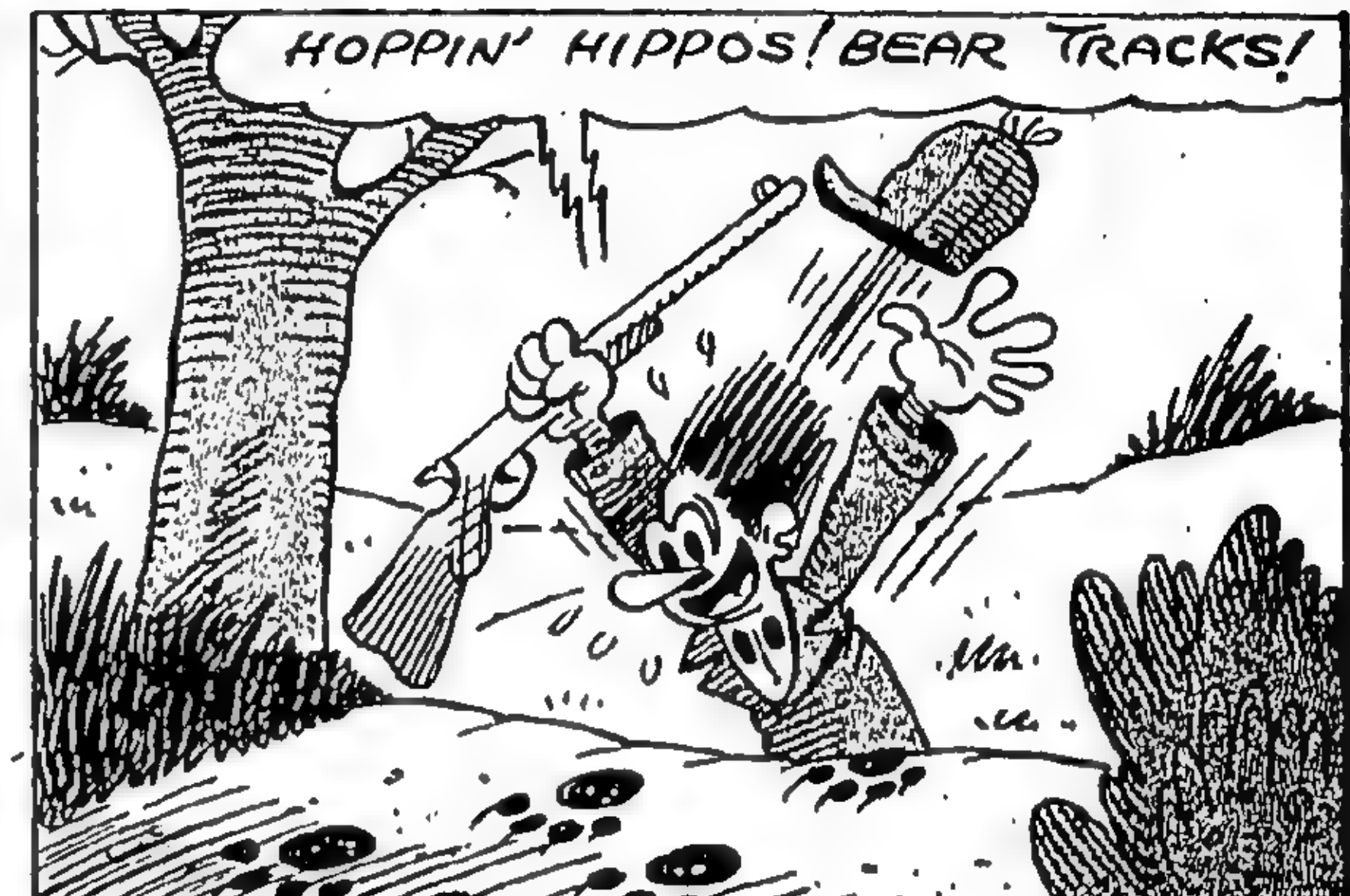
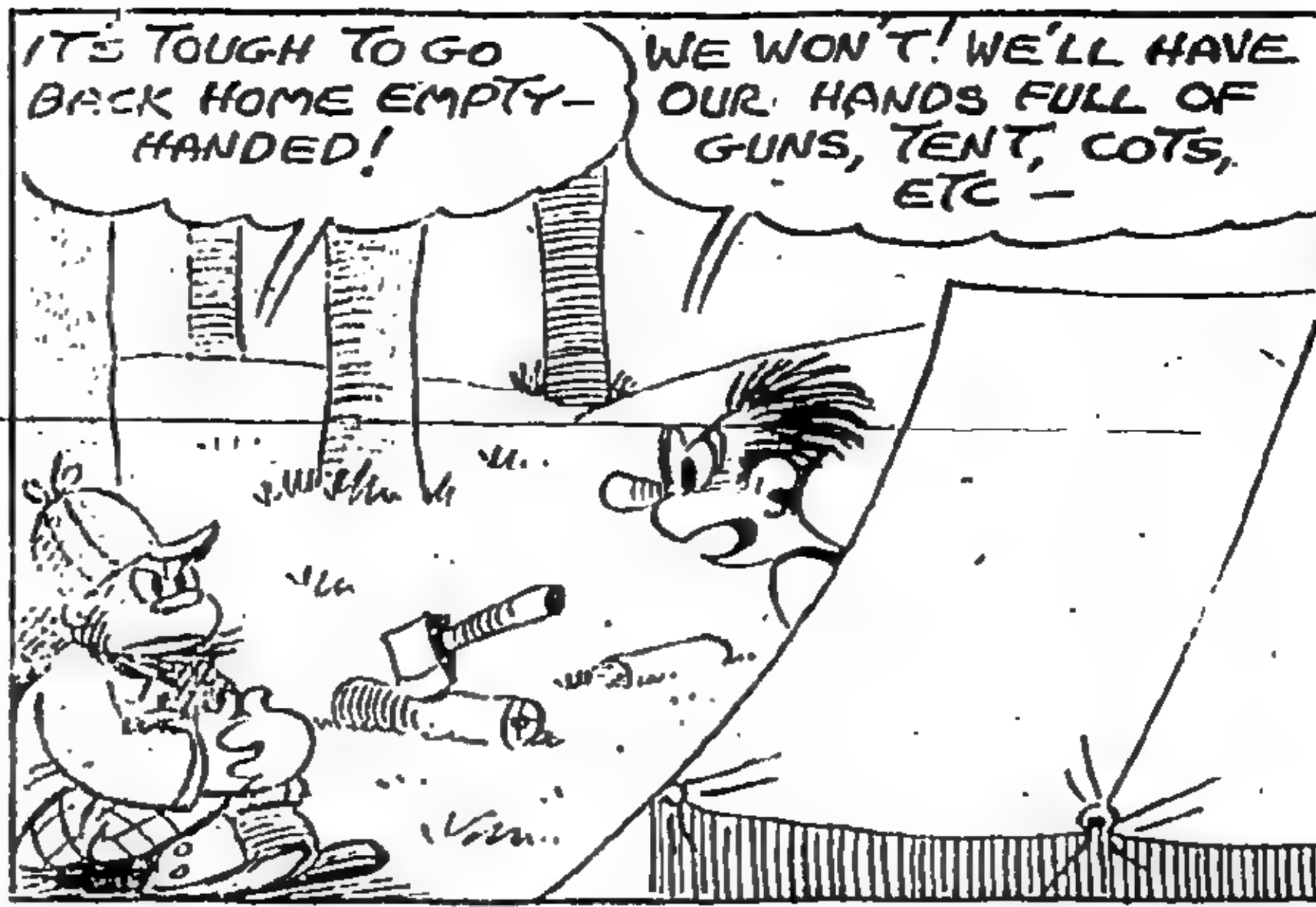
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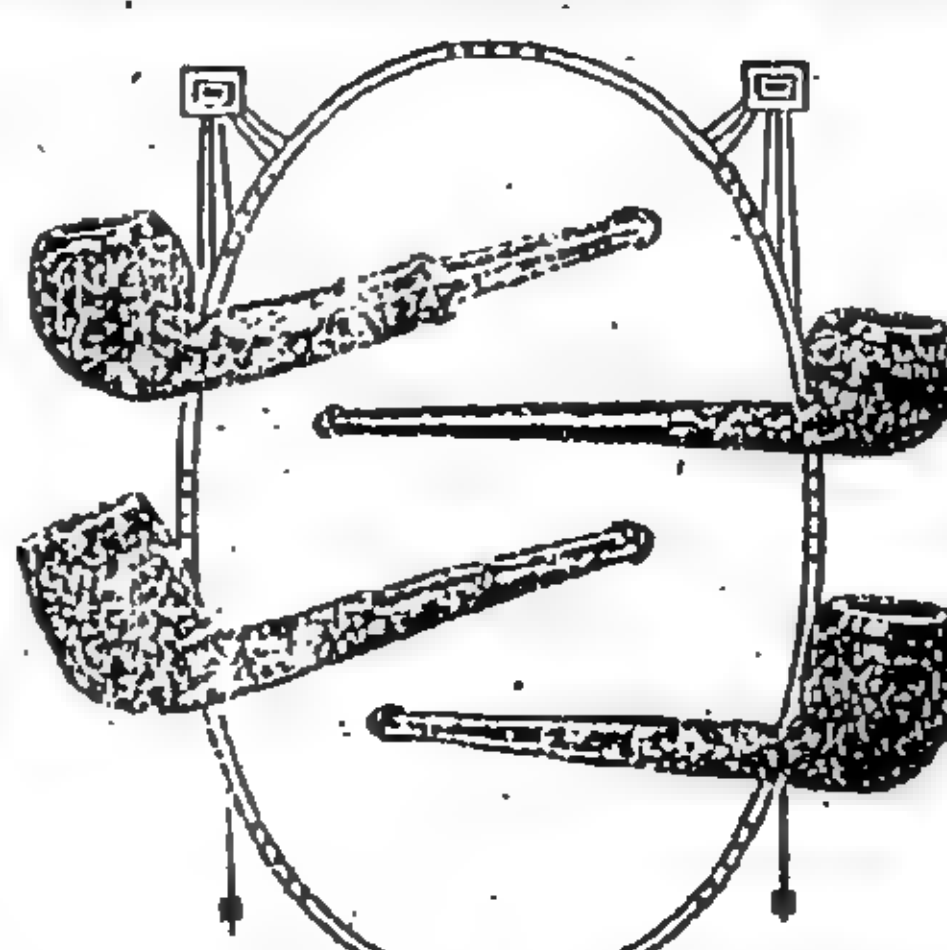
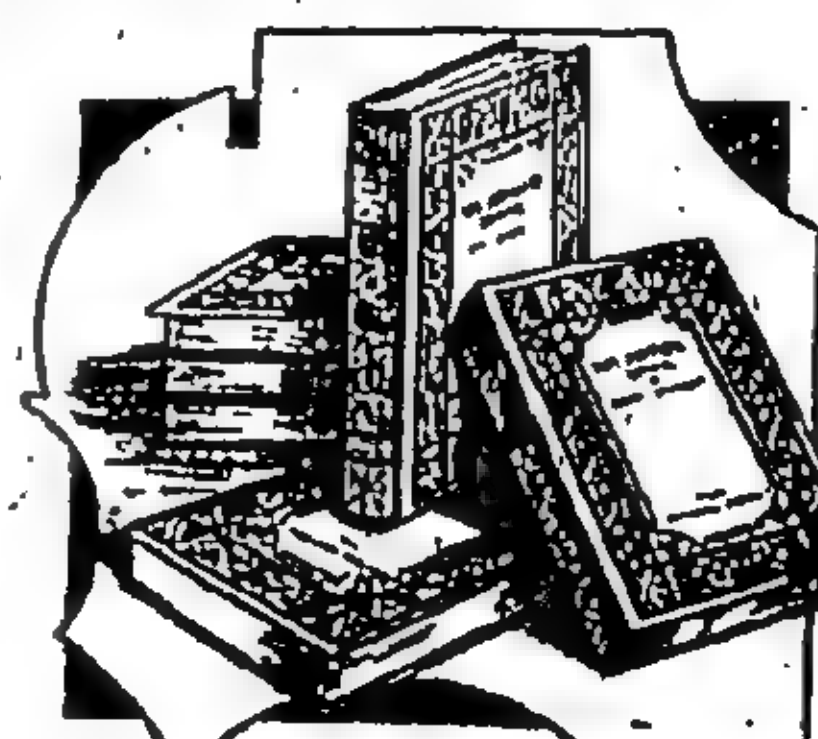


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INDIA'S FUTURE.

PREMIER DEPLORES PARTIAL FAILURE.

London, Nov. 13.

Mr. Ramsay MacDonald, addressing the Minorities Commission of the Round Table, deplored the failure to reach a complete agreement. The minorities agreement was presented by the Muslims, depressed classes and other minorities, and would be placed on the official records for further consideration.

The Premier intimated that an official Government statement would be made in a few days, showing the British Government's sincere intention to do what was right in India.

The preliminary agreement embodies adequate safeguards for the protection of religion, culture and personal law, and the promotion of the education, language, and charitable institutions of the minority communities, and for their due share in grants given by the State and by self-governing bodies. Statutory departments under all governments for the protection of minority communities are provided for.

On the subject of communal representation in the legislatures, the agreement proposes that communities at present enjoying representation shall have separate electorates, that the minorities shall have a certain minimum proportion of seats, and that no

majority shall be reduced to a minority or even equality. It is provided that after ten years it shall be open to the communities to accept joint electorates.

The Hindus and Sikhs have not agreed to these proposals, but the full representation claimed by the Sikhs in the Central Government is provided for.

Special claims of the Moslems are met by the proposal that the North-West Frontier Province and Sind should both be constituted

Governors' provinces, on the same footing as the other provinces. Moslem representation in the Central legislature shall be one third of the total. Provision is also made for the special claims of depressed classes and of the Anglo-Indian community.

The scheme claims that the proposals as a whole may be taken as acceptable to over 115,000,000 or about 45 per cent. of the population of India.—Reuter and British Wireless.

DANGER!

THESE ARE THE SIGNS OF
HONGKONG FOOT

BURNING
SPOTS

CRACKS
BETWEEN
THE TOES

SCALY
DRY
SKIN

ITCHY
BLISTERS

ABSORBINE JR

KILLS THE GERMS OF HONGKONG FOOT

Any one of these unpleasant symptoms is a DANGER SIGNAL of "HONGKONG FOOT," the dreaded native disease which sends many to the hospitals every day. Heed these warnings or take chances of serious foot trouble. Apply ABSORBINE JR. at once! It KILLS the germs of "HONGKONG FOOT," relieves the pain, HEALS the ugly sores and keeps the feet healthy.

"STRANGERS MAY KISS"

(BUT
THEY
MUSTN'T
TELL)

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Arrivals from Europe	Sailings	Destination.
Sailings to North China & Japan	To Europe	
(H.A.L.) S.S. "Rangoon"	23rd Nov. Genoa, Mars, R'dam, H'burg.	
(N.D.L.) S.S. "Main"	1st Dec. Mars, C'ena, Oran, A'am, R'dam, H'burg, B'men.	
(N.D.L.) S.S. "Lippe"	4th Dec. Tripoli, Genoa, Mars, Oran, R'dam, H'burg, B'men.	
8th Nov. (H.A.L.) M.V. "Loverknock"	5th Dec. Genoa, Barcelona, Rotterdam, Hamburg.	
17th Nov. (N.D.L.) S.S. "Saarbrücken"	12th Dec. Genoa, Barcelona, A'dam, R'dam, H'burg, Bremen.	
29th Nov. (H.A.L.) S.S. "Saarland"	28th Dec. Genoa, Mars, R'dam, H'burg.	
30th Nov. (N.D.L.) S.S. "Isar"	1st Jan. Mars, Oran, C'blanca, L'don, A'dam, R'dam, H'burg, Bremen.	

N.D.L. Hong Kong-New Guinea service: S.S. "BREMERHAVEN" 3rd Dec. to RABATUL & ports.

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Pres. Wilson ... Dec. 22 ... Pres. Madison ... Dec. 15

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Pres. Harrison ... S. Dec. 13, 8 a.m. Pres. Monroe ... Sun. Jan. 24, 8 a.m.

To Manila

Pres. Polk ... Nov. 15, 8 a.m. Pres. Adams ... Nov. 29, 8 a.m.

Pres. Lincoln ... Nov. 17, 6 p.m. Pres. Coolidge ... Dec. 1, 6 p.m.

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Passenger Rates: Hongkong to Genoa ... \$37

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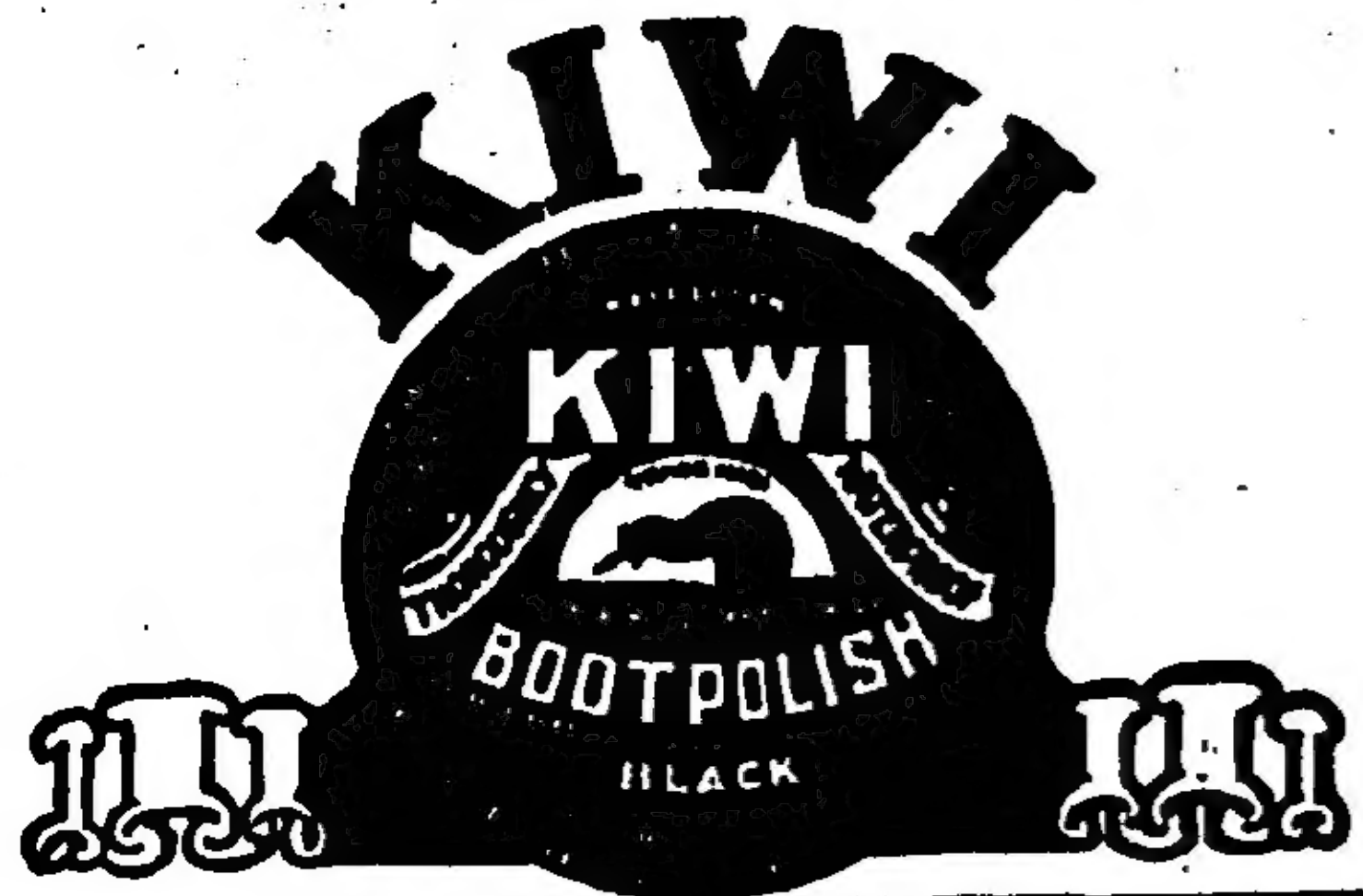
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ANDRE LEBON... 24th Nov.
FELIX ROUSSEL... 8th Dec.
G. METZINGER... 22nd Dec.
SPHINX... 5th Jan.
PORTHOS... 19th Jan.
CHENONOEUX... 2nd Feb.
ATHOS II... 15th Feb.
D'ARTAGNAN... 1st Mar.

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Steamship GLENIFFER (Via Oran) ... 18th Nov.
To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel GLENAPP ... 21st Nov.
Motor Vessel GLENSHIEL ... 4th Dec.
Motor Vessel GLENGARNY ... 18th Dec.
Steamship GLENSHANE ... 4th Jan.

For freight, passage and further particulars, apply to
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M.S. "PLEASANTVILLE" due H'kong 18th sailing 21st Nov
Accepting cargo for SINGAPORE and JAVA PORTS.
Limited Passenger accommodation Available.
For Freight, Passage Rates and all other information.

Please apply to—
THORESEN & CO., LTD.
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CONSIGNEES' NOTICES.

LOST.

The public is hereby notified
that a Bill of Lading for 3,075
sacks flour and 1 package empty
bags ex a.s. "Taiping" arrived
6th November, 1931, marked
"SEAGULL" has been lost and is
warned against negotiating this
Bill of Lading which is declared
null and void.

GUILTY LIPS.

(Continued from Page 3.)

finished this afternoon he'll be
waiting for you."

"I couldn't make it until 5:30.

"Then I'll tell him you'll be there
at that time! He'll be pleased. I'll
tell him to expect you at 5:30—"

Johnson had risen. He seemed
delighted that his mission had been
a success. Before Mark could in-
terrupt the man was gone. The
food Johnson had ordered remained
untouched on the counter.

Mark frowned. Here was a situa-
tion indeed! Johnson had rushed
away assuming Mark was commit-
ting himself when in actuality he
had done nothing of the sort. "I
don't have to go," Mark told him-
self. "I don't have to go just be-
cause Johnson thinks I will. Now,
what in the world is Dad up to?
Does he really mean it, I wonder?"

Complete surrender on the part
of F. M. Travers seemed too much
to expect. Yet his father had sent
for him. There was consolation in
that thought. If Mark went it
would be because his father had
made the first move toward recon-
ciliation. That was indeed a
triumph!

"And if I don't go," came the
afterthought, "old Johnson won't
probably get Hades!"

Mark lunched with the problem
still unsettled. He thought of it re-
peatedly throughout the afternoon.
At 5:45 he was standing in his
father's luxuriously carpeted pri-
vate office.

"You mean," Mark said, slowly,
"that you'll do all that? You really
mean it?"

The elder Travers leaned back
in his desk chair. "I will. That
and more! I'm only asking you to
meet my terms and here they are—"

(To be Continued.)



**"STRANGERS
MAY
KISS"**

(BUT
THEY
MUSTN'T
TELL!)

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

The Motor-vessel

"FELIX ROUSSEL"
Arrived Hongkong on Wednesday,
the 11th November, 1931,
From MARSEILLES &c.

Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception
of Opium, Treasure and Valuables
are being landed and placed at their
risk in the Godowns of the Hongkong
Kowloon Wharf and Godown Co. Ltd.,
Kowloon, whence delivery can be
obtained as the goods are landed.
Goods not cleared within 7 days
including date of arrival, will be
subject to rent.

All claims must be sent to the
Undersigned before the Friday,
the 20th November, 1931, or they will not
be recognized.

Damaged packages must be left in
the Godowns for examination by the
consignees, and the Company's Sur-
veyor Messrs. Goddard and Douglas
at 10.00 a.m. on Tuesday, the 17th
November, 1931.

No claims will be admitted after
the goods have left the Godowns.
No Fire Insurance will be effected
by us in any case whatever.

R. OHL,
Agent.
Hongkong, 11th November, 1931.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO', ANTWERP,
LONDON and STRAITS.

The Steamship

"BENLAVERS"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
hazardous and/or extra hazardous
Godowns of The Hongkong and Kow-
loon Wharf and Godown Co. Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 10th November, 1931, will be
subject to rent.

All claims against the steamer
must be presented to the Undersigned
on or before the 3rd December,
1931, or they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
18th November, 1931, at 10 a.m., by
Messrs. Goddard and Douglas.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 12th November, 1931.

THE BEN LINE STEAMERS, LTD.

From LONDON and STRAITS.

The Steamship

"BENLOMOND"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
hazardous and/or extra hazardous
Godowns of The Hongkong and Kow-
loon Wharf and Godown Co. Ltd.,
whence and/or from the wharves de-
livery may be obtained.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 16th November, 1931, will be
subject to rent.

All claims against the steamer
must be presented to the Undersigned on or
before the 30th November, 1931, or
they will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
14th November, 1931, at 10 a.m., by
Messrs. Goddard and Douglas.

No Fire Insurance has been effected.
Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 9th November, 1931.

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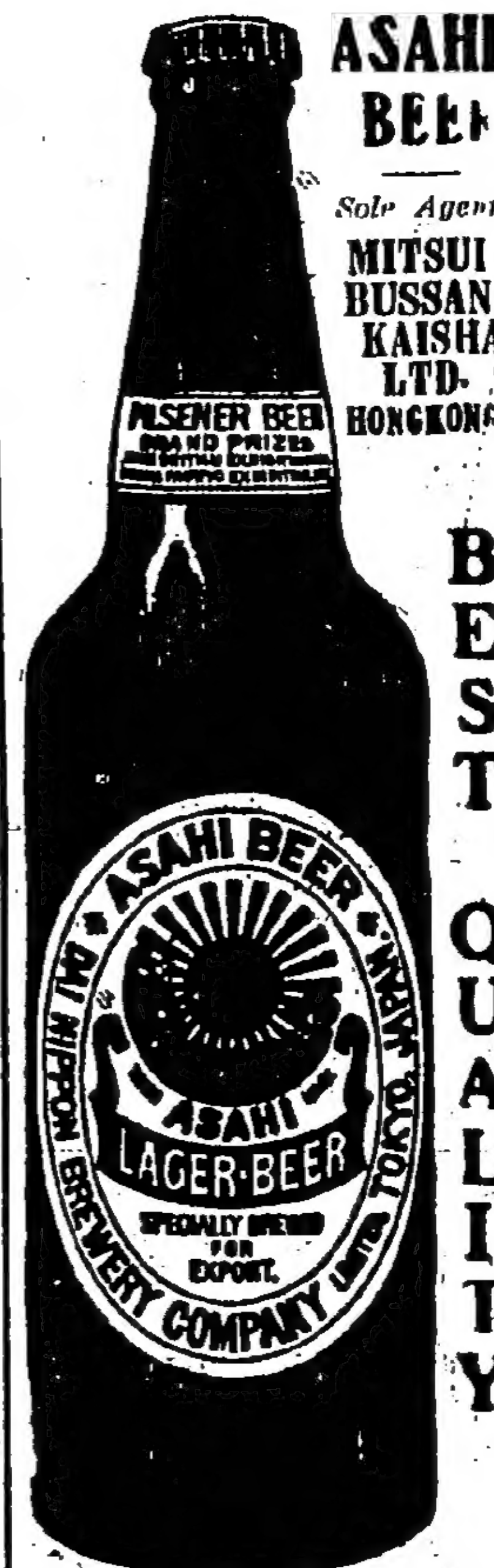
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"Viktoria and Her Hussar"

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"Waltzes from Vienna"

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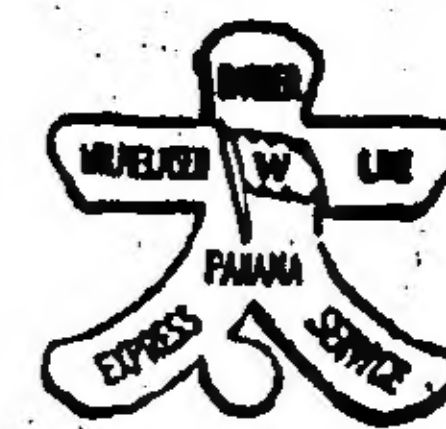
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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

N. S. S.	Tons	From Hong- kong (about)	Destination
*KASHGAR	9,000	21st Nov.	M'les, L'don, R'dm, A'worp & Hull
*KIDDERPORE	5,310	1st Dec.	Straits, Colombo & B'bay
R-JPUTANA	17,000	5th Dec.	Marseilles & London
*CORFU	15,000	19th Dec.	Marseilles & London
*SOMALI	6,800	26th Dec.	M'les, Havre, L'don, H'burg, Rotterdam & Antwerp & Hull

		1932	
R-WALPINDI	17,000	2nd Jan.	Bombay, M'les & L'don
*KARMALA	9,000	16th Jan.	M'les, L'don, R'dm & A'worp
CHITRAL	15,000	30th Jan.	Bombay, M'les & L'don

*Cargo only. *Calls Cassablanca. *Calls Djibouti.
Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by Steamers
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BRITISH INDIA-APCAR SAILINGS.

*TALMA	10,000	16 Nov. 3 p.m.	S'pore, Penang & Calcutta
TAK-DA	7,000	28th Nov.	S'pore, Penang & Calcutta

*Calls Port Swettenham.
B. I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	7,000	2nd Dec.	Manila, Rabaul,
NANKIN	7,000	2nd Jan. 1932.	Brisbane, Sydney
NELLORE	7,000	30th Jan.	and Melbourne

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The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*KRYVA	9,000	14 Nov. 2 p.m.	S'hai, Moji, Kobe & Osaka
*COMALA	6,800	15 Nov. D'light.	S'hai, Kobe & Yokohama
*CORFU	15,000	20th Nov.	S'hai, Kobe & Yokohama
SIRDHANA	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka
*KHYBER	9,000	28th Nov.	S'hai & Kobe
TILAWA	10,000	4th Dec.	Amoy, Moji, Kobe & Osaka
RWALPINDI	17,000	4th Dec.	S'hai, Kobe & Yokohama
NANKIN	7,000	7th Dec.	S'hai, Moji, Kobe, Osaka
SANTHIA	8,000	16th Dec.	Amoy, Moji, Kobe & Osaka
KARMALA	9,000	18th Dec.	S'hai, Moji, Kobe & Yokohama

		1932	
CHITRAL	15,000	1st Jan.	S'hai, Kobe & Yokohama
TALMA	10,000	3rd Jan.	Amoy, Moji, Kobe & Osaka
NELLORE	7,000	4th Jan.	S'hai, Moji, Kobe, Osaka & Yokohama

*Cargo only.

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LONDON (via Australia) from \$120/15/6

(Australian Newspaper at \$2)

STEAMER	From Hong Kong	Leave Hong Kong	Leave Hong Kong	Leave Hong Kong
TAIPING ...	In Port	Nov. 17th	Nov. 20th	Dec. 4th
CHANGTIE ...	Jan. 11th	Dec. 14th	Dec. 21st	Jan. 4th
TAIPING ...	Jan. 8th	Jan. 11th	Jan. 18th	Jan. 25th
CHANGTIE ...				

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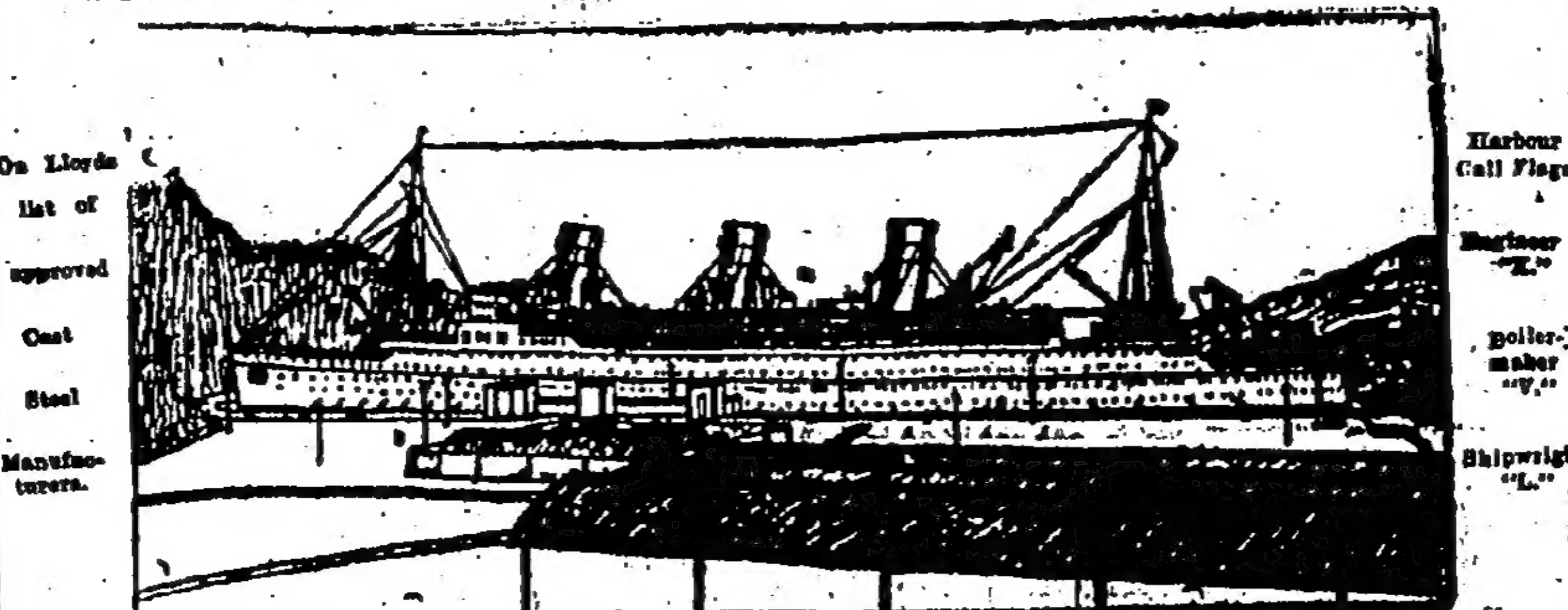
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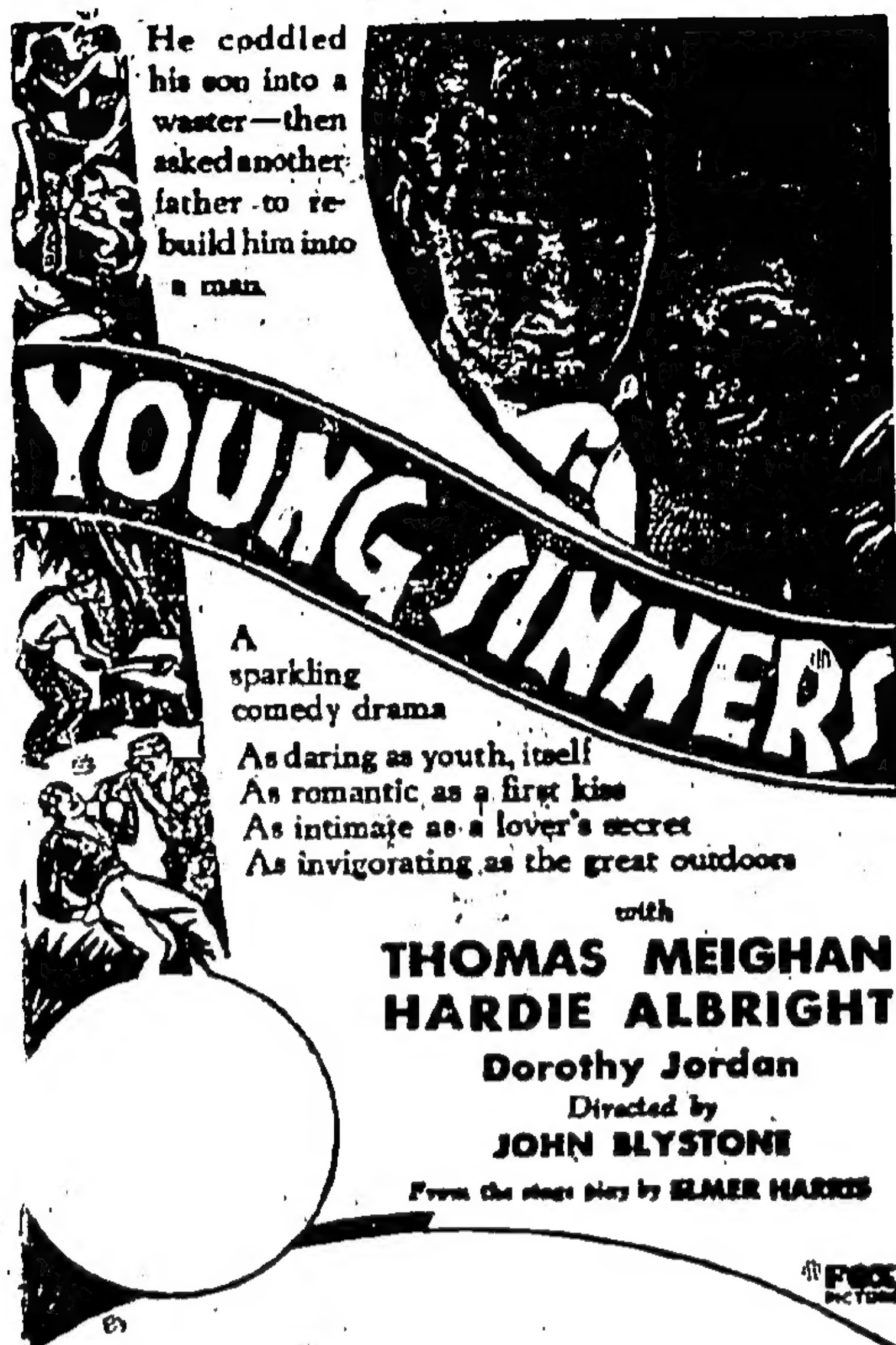
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At 2.30, 5.10, 7.15 & 9.20 p.m.



He coddled his son into a waster—then asked another father to rebuild him into a man.

YOUNG SINNERS

A sparkling comedy drama
As daring as youth, itself
As romantic as a first kiss
As intimate as a lover's secret
As invigorating as the great outdoors

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THOMAS MEIGHAN
HARDIE ALBRIGHT
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JOHN BLYSTON
From the story by **ELMER HARRIS**

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Another All-talking, Singing and Dancing Chinese Picture
Starring
BUTTERFLY WU
Queen of Chinese Screenland
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Shaw Pei Chen
Directed by
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Recorded by
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ANN HARDING
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"HOLIDAY"
The Greatest Picture of the Year!
a RKO-PATHE Super Special.

Printed and Published for the Proprietors by **FREDERICK PERCY FRANKLIN**, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

LIVELY REVUE AT THE STAR.

CAPITAL SHOW FROM HOLLYWOOD.

There was nearly a full house at the Star Theatre last evening when Rex Story, the British comedian, and Len Mantell presented their Hollywood III-Lights revue of American and British vaudeville artists to a Hongkong audience. To judge merely by the laughter and repeated demands for encores which greeted the performers, this musical company is assured of a very successful short season at the Star Theatre.

The noted comedienne and singer, Rose Lee, gave a very skillful performance with Rex Story in a comedy sketch entitled "Kiss Me Again." They were responsible also for several other items including some clever juggling by Rex Story. Oriental and classical dancing by Peggy Chann were delightful. Other novelty dancing numbers were excellently presented by Isabel O'Brien.

A strong cast gave a delightful show in a comedy number called Hotel Topsy Turvy, in which Rex Story again scored with his sparkling dialogue. Betty Benn and Patsy Shannon charmed the audience with the violin, and their special feature, Harmony of Violin, was exceedingly well presented.

Mr. Mantell's magic and a violin show deserves special mention as the best puppet show seen in Hongkong for some considerable time. Mr. Mantell is no stranger in Hongkong. He had made former visits and he has won general approval. He surpassed himself last night.

20 HOURS' FLYING IN A DAY.

MOLLISON'S RACE TO CAPE TOWN.

London, Nov. 13. Mr. J. A. Mollison holder of the Australia to England flight record, who left England for Cape Town this morning, landed at Furbare near Rome, to refuel this afternoon, and immediately afterwards flew on to Brindisi.

He intends to have short rest there and to fly throughout the night to Cairo, his schedule entailing twenty hours flying out of twenty four, during which time he hopes to cover over two thousand miles.

Mollison is flying the same Gipsy Moth machine he used on his second journey from Australia.—*British Wireless.*

His Excellency the Governor has appointed Mr. R. A. D. Forrest to act as District Officer in the Southern District of the New Territories in addition to his other duties, with effect from 9th November, 1931.

WORLD CRISIS.

(Continued from Page 1.)

taken was by Governments.

"Was this," asked Mr. Baldwin, "the moment for the initiative to come from Britain. Some kind of agreement between France and Germany was one of the most important preliminaries."

"The Government very much hoped that Franco-German discussions would lead to an agreement and believed there was a good chance of it. They desired the necessary negotiations to be proceeded with without loss of time. No agreement could be arrived at without the consent of Britain and when the time came to express their views they would be ready to do so. By preparing their proposals with care and convincing other nations that they would be to their interest as well as to our own they could make a most useful contribution."

London and Germany. He pointed out that London had been largely instrumental in financing Germany during the past ten years and thereby enabling her to carry on her international trade and pay her reparations. The advances made by British financial houses had not been of a speculative character. They were founded on the best type of security known to the market.

It was clear, said Mr. Baldwin, that the security of these obligations must not be endangered by political debts.

Prejudices. If that were to take place it would destroy Germany's commercial credit and once that was destroyed there would be no future prospect at all for reparations. He trusted, therefore, that an agreement on this point would be reached, but the question involved political prejudices and preoccupations in other great countries. He asked the House to trust the Government to choose the moment when Britain could intervene in the negotiations with the greatest effect.—*British Wireless.*

CANADIAN "REDS" SENTENCED.

PRISON AND SEIZURE OF PROPERTY.

Toronto, Nov. 13. Seven communists have been sentenced to five years imprisonment by the Toronto Court, together with a recommendation for their deportation at the expiration of that time. An eighth man has been given a sentence of two years imprisonment, and the Court has authorised the seizure of all communist owned property in Canada.—*Reuter.*

PREMIER'S PLAIN SPEAKING.

(Continued from Page 1.)

between eighty five and ninety five per cent. of the population not merely of British Indians but of the whole of India and that he himself, represented a vast mass of untouchables.

He submitted that the Congress offered a most workable solution of the communal problem but an alternative course suggested was that there should be impartial arbitration. If none of these proved acceptable it was better to remain without a so-called responsible Government.

Premier's Appeal.

The Prime Minister emphasised that the documents which had been put in and the speeches which had been made would be examined. The Government had wanted the closest co-operation, and had taken every step to get it.

They were disappointed that the Federal Structure Committee could not in the circumstances finish its work.

"Gandhi has made a very impressive declaration—other impressive declarations have also been made. Will every member of this committee sign a request asking me to give a decision, even of only a temporary one, on the community question, and accept and work to it to best of his ability under the new constitution? I do not ask for an answer now. That would certainly straighten out the position."

Apart from that the Government will not allow the community differences to prevent it from carrying out its pledges and producing a constitution. A solution of the community difficulty ought to have been reached by you here, but having got your views into permanent form they will be available for the guidance of those who are going to tackle this extraordinarily complicated question."

Gandhi, who will have conversations with Lord Irwin during the next few days, hopes to return to India at the end of the week.—*British Wireless.*

The death occurred yesterday at the Old Shamshuipo Police Station of Lance Sergeant Pi Shi-shu of the Shantung contingent of the Hongkong Police Force who was invalided on October 17. The deceased who joined the Police Force in 1923 was awaiting a ship to take him back to Weihaiwei when he died.

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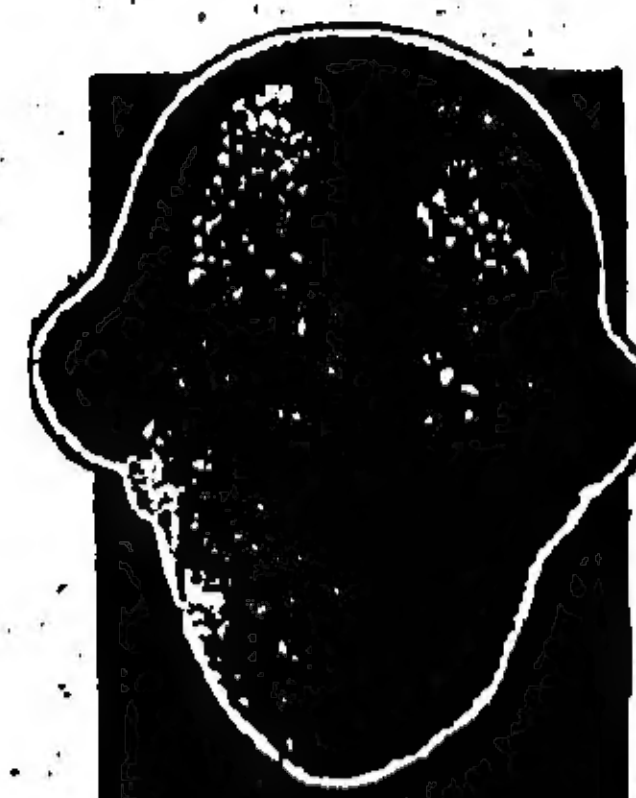


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in
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Marjorie Rambeau, Irene Rich.

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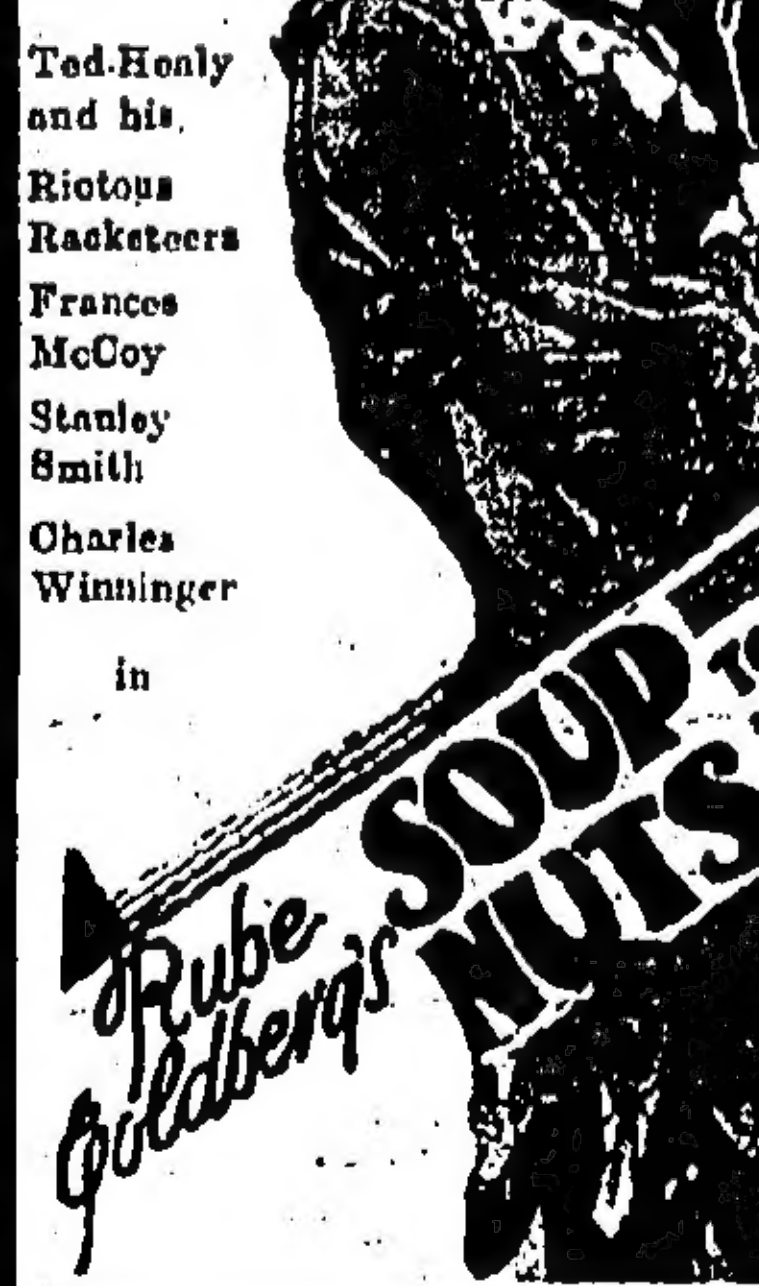
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